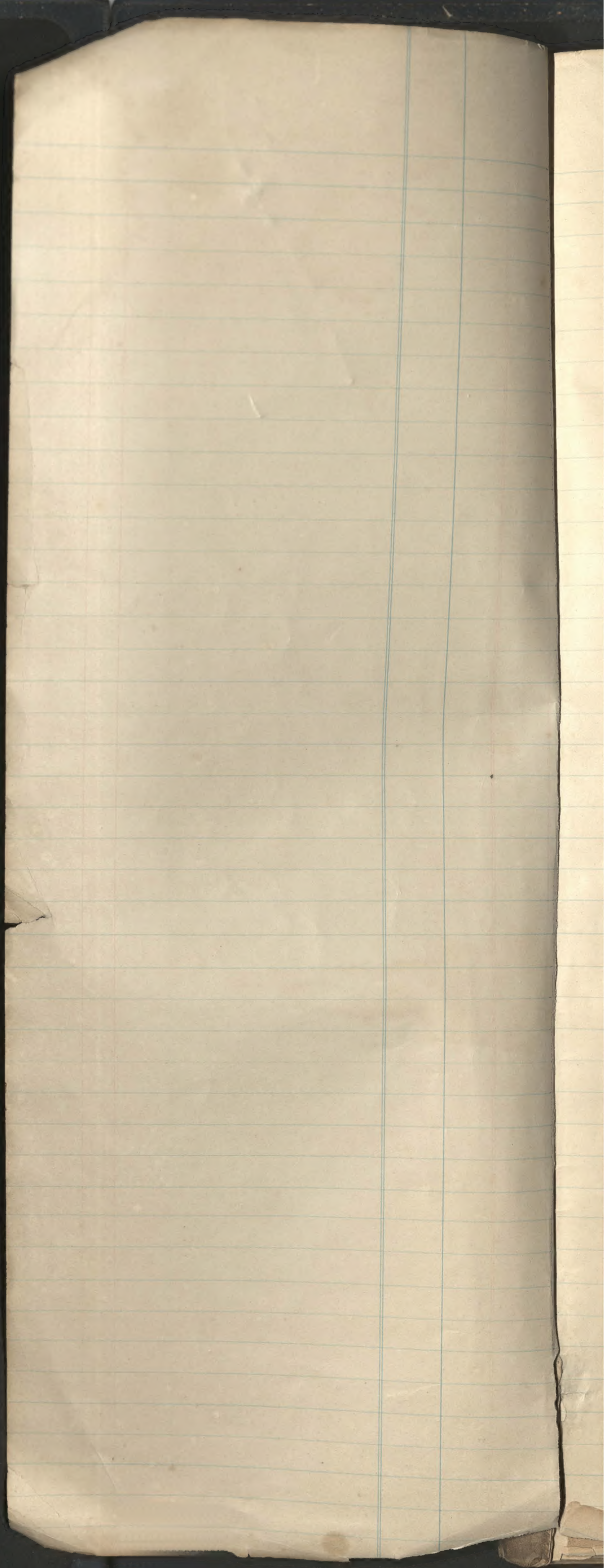
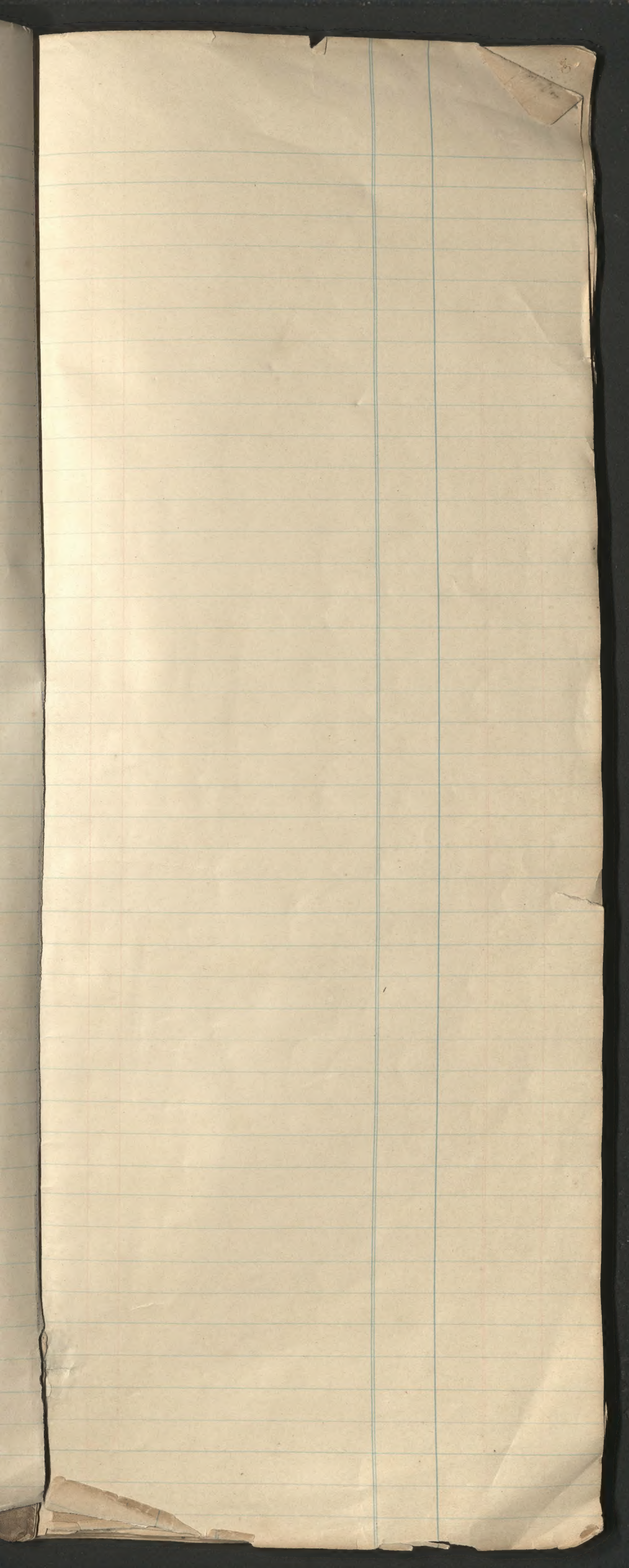


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NANTUCKET'S OLD WHALERS.

A Complete List, from 1815 to the Sailing of the Last Ship owned, with the names of Masters, amount of Oil, &c.

To-day we commence the publication of a complete list of Nantucket's whalers, their masters, dates of sailing and arrival, and amount of oil taken by each, which has been prepared expressly for the INQUIRER AND MIRROR, after a careful research into the facts, as far as can be reached. The subject of publishing it has long been talked of, and we do it now at the earnest request of some of our patrons. We feel that it will be of interest to the greater portion of our subscribers, who, perhaps, can read of the sailing, arrival, &c., of grandfathers, fathers, or some relative, the date of which has heretofore been unknown to them. We shall crowd the matter into as few papers as possible,—probably a half-dozen,—but shall publish a short story regularly each week, together with the miscellaneous matter on the fourth page, that parties who are not directly interested in this subject may not suffer for want of reading matter. During the publication of the list, extra copies will be issued, and parties wishing any for future reference, can find them at this office and at the periodical store of Mr. O. F. Hussey, on Main street, either in wrappers ready for mailing, or otherwise:

SHIPS SAILED IN 1815.

Boston, Reuben Clasby, Pacific Ocean, May 16th, and arrived August 25th, 1816, 974 barrels sperm.
 Lydia, Joseph McCleave, Patagonia, May 16th, and arrived March 10th, 1816, 1012 barrels whale.
 Charles, Benjamin Worth, Pacific Ocean, June 4th, and arrived Nov. 4th, 1817, 1873 barrels sperm.
 Ruby, Albert Clark, Brazil Banks, June 4th, and arrived Oct. 4th, 1816, 1512 barrels whale.
 President, Jonathan Swain, 2d, Pacific Ocean, June 25th, and arrived July 1, 1817, 1778 barrels sperm, and 111 whale.
 Lima, Christopher Wyer, Pacific Ocean, June 25th, and arrived Dec. 24th, 1817, 1824 barrels sperm.
 Golden Farmer, George Swain, 2d, Pacific Ocean, June 29th, and arrived Dec. 29th, 1816, 1115 barrels sperm, and 420 whale.
 Brothers, Benjamin Whipple, Jr., Pacific Ocean, June 29th, and arrived March 19th, 1817, 1552 barrels sperm.
 Atlas, William Easton, Pacific Ocean, June 29th, and arrived June 6th, 1817, 1376 barrels sperm.
 Martha, Reuben Weeks, Pacific Ocean, July 2d, and arrived Oct. 20th, 1817, 1654 barrels sperm.
 Leo, William Joy, Brazil Banks, July 2d, and arrived Oct. 24th, 1816, 38 barrels sperm, and 1310 whale.
 Industry, George Russell, Jr., Brazil Banks, July 2d, and arrived Oct. 6th, 1816, 734 barrels whale.
 Essex, Daniel Russell, Pacific Ocean, July 13th, and arrived Nov. 19th, 1816, 1431 barrels sperm.
 Minerva, George B. Chase, Pacific Ocean, July 17th, and arrived Sept. 8th, 1817, 1460 barrels sperm.
 Samuel, Ariel Coffin, Pacific Ocean, July 17th, and arrived May 6th, 1817, 1646 barrels sperm.
 Criterion, Shubael Brown, Pacific Ocean, July 20th, and arrived April 10th, 1817, 1410 barrels sperm.
 Dauphin, Seth Pinkham, Pacific Ocean, July 23th, and arrived Jan. 17th, 1817, 1020 bbls. sperm, 60 whale.
 John Adams, Elisha Folger, Jr., Pacific Ocean, July 31st, and arrived Nov. 7th, 1817, 1473 barrels sperm, and 346 whale.
 Lady Adams, Peter Paddock, Pacific Ocean, Aug. 14th, and arrived May 11th, 1817, 1168 barrels sperm.
 Ganges, Isaiah Ray, Pacific Ocean, August 17th, and arrived Oct. 17th, 1817, 1785 barrels sperm.
 Tarquin, James Bunker, Brazil Banks, August 19th, and arrived June 6th, 1817, 80 sperm, 1390 whale.
 John Jay, David Swain, 2d, Pacific Ocean, Sept. 6th, and arrived June 7th, 1817, 1410 sperm.
 Thomas, John Macy, Pacific Ocean, Oct. 9th, and arrived May 11th, 1817, 1009 barrels sperm.
 Globe, George W. Gardner, Pacific Ocean, Oct. 24th, and arrived Jan. 1st, 1818, 1830 barrels sperm, and 125 whale. First voyage of over 2000 barrels.
 Weymouth, David Harris, Pacific Ocean, Nov. 22d, and arrived April 17th, 1818, 1980 barrels sperm.
 Brig Belvidere, Reuben Baxter, Patagonia, May 18th, and arrived March 1, 1816, 840 barrels elephant oil.
 Brig Three Sons, Obed Joy, Patagonia, May, 24th.—Lost on coast of Patagonia, outward bound.
 Brig Alert, Seth Folger, 2d, Cape Good Hope, Nov. 16th, and arrived Dec. 24th, 1816, 130 barrels sperm and 470 whale. Capt. Folger died on the voyage.
 Brig William Penn, Matthew Norton, Cape Good Hope, Dec. 30th, and arrived Jan. 11th, 1817, 185 barrels sperm, 485 whale.
 Brig Gen. Jackson, Stephen Skinner, Cape Good Hope, Dec. 30th, and arrived Dec. 23, 1816, 170 barrels sperm and 570 whale.
 Brig Edward, Charles Coleman, Dec. 30th, and arrived January, 1817, 173 barrels sperm.

SHIPS SAILED IN 1816.

George, John Fitch, Pacific Ocean, Feb. 25th, and arrived July 24th, 1818, 2106 barrels sperm, 5 whale.
 South America, George Clark, Brazil Banks, June 19, and arrived May 26th, 1818, 1935 whale.
 Francis, Barzillai Coffin, Pacific Ocean, July 15th, and arrived Sept. 1, 1818, 1805 barrels sperm.
 Lydia, Shubael Hussey, Brazil Banks, July 27th, and arrived July 21st, 1817, 700 barrels whale.
 Vulture, Jesse Coffin, Pacific Ocean, Aug. 19th, and arrived June 3d, 1819, 1532 barrels sperm, 172 whale.
 Franklin, Grafton Gardner, Pacific Ocean, Oct. 6th, and arrived Nov. 23d, 1818, 1831 bbls. sperm, 21 whale.
 Hero, James Russell, Pacific Ocean, Oct. 18th, and arrived Feb. 27th, 1819, 2025 barrels sperm, 33 whale.
 Hycso, William B. Coffin, Pacific Ocean, Nov. 7th, and arrived Sept. 8th, 1818, 1545 barrels sperm, 55 whale.
 Hero, Joseph Allen, Pacific Ocean, Nov. 10th, and arrived July 9th, 1819, 2363 barrels sperm.
 Boston, Reuben Clasby, Pacific Ocean, Nov. 10th, and arrived May 12th, 1818, 999 barrels sperm.
 Ruby, Albert Clark, Brazil Banks, Nov. 21st, and arrived April 17th, 1818, 82 barrels sperm, 1235 whale.
 South America, Absalom Coffin, Pacific Ocean, Nov.

30th, and arrived Nov. 8th, 1818, 234 barrels sperm, 942 whale.
 Brig Indus, Obed Joy, Patagonia, May 19th, and arrived July 1st, 1817, 1430 barrels whale.
 Brig Belvidere, Reuben Baxter, Patagonia, May 7th, and arrived June 5th, 1817, 777 barrels whale.
 Brig Boniff, John H. Fesse, May 21st, and arrived June 7th, 1817, 450 barrels whale.
 Brig William & Nancy, Coffin Whippley, Oct. 9th, and arrived Oct. 9th, 1817, 170 barrels sperm.
 Brig Betsey, Wm. Brown, Nov. 19th, and arrived July 1st, 1817, 170 barrels sperm.

SHIPS SAILED IN 1817.

Dauphin, Seth Pinkham, Pacific Ocean, May 31st, and arrived Nov. 16th, 1819, 1041 sperm, 148 whale.
 Industry, Jethro Coffin, Brazil Banks, May 31st, and arrived July 25th, 1818, 896 barrels whale.
 Golden Farmer, Matthew Norton, Brazil Banks, June 1st, and arrived April 26th, 1818, 1417 barrels whale.
 Essex, Daniel Russell, Pacific Ocean, June 11th, and arrived April 4th, 1819, 1284 barrels sperm, 154 whale.
 Leo, William Joy, Brazil Banks, June 11th, and arrived Sept. 8th, 1818, 804 barrels whale.
 William, Thomas Paddock, Brazil Banks, July 3d, and arrived Sept. 14th, 1818, 21 barrels sperm, 605 whale.
 Gov. Strong, Obed Fitch, Pacific Ocean, July 12th, and arrived Oct. 30th, 1819, 733 bbls sperm, 1075 whale.
 Independence, George Swain, 2d, Pacific Ocean, July 26th, and arrived Nov. 12th, 1819, 1388 barrels sperm, 568 whale. The captain said no ship would ever again fill with sperm oil.
 Samuel, Ariel Coffin, Brazil Banks, Aug. 4th, and arrived July 22d, 1818, 65 barrels sperm, 1595 whale.
 Brothers, Alexander D. Bunker, Pacific Ocean, Aug. 8th, and arrived Nov. 5th, 1819, 1506 barrels sperm, 110 whale.
 Tarquin, George Barrett, Brazil Banks, Aug. 10th, and arrived April 5th, 1819, 1930 barrels whale.
 Thomas, John Brown, Pacific Ocean, August 13th, and arrived January 12th, 1820, 1000 barrels sperm, 500 whale.
 Criterion, Shubael Brown, Pacific Ocean, August 18th, and arrived Dec. 10th, 1819, 1815 sperm.
 Lydia, Elias Ceely, Brazil Banks, Sept. 5th, and arrived Aug. 15th, 1818, 665 barrels whale.
 Improvement, Obadiah Coffin, Pacific Ocean, Sept. 7th, and arrived Dec. 8, 1819, 1527 sperm, 50 whale.
 Gen. Lincoln, Shubael Chase, Brazil Banks, Sept. 20th, and arrived Aug. 12th, 1818, 1210 barrels whale.
 Factor, Reuben Swain, Pacific Ocean, Oct. 8th, and arrived July 8th, 1819, 420 barrels sperm, 1183 whale.
 Lady Adams, Shubael Hussey, Pacific Ocean, Oct. 25th, and arrived Oct. 2d, 1819, 1246 barrels sperm, 23 whale.
 President, Jonathan Swain, 2d, Pacific Ocean, Nov. 19th, and arrived May 7th, 1820, 1577 barrels sperm, 374 whale.
 Atlas, Robert M. Joy, Pacific Ocean, Nov. 19th, and arrived Nov. 11th, 1819, 1222 barrels sperm, 331 whale.
 Brig William Penn, Benjamin Folger, South Atlantic, March 6th, and arrived March 11th, 1818, 170 barrels sperm, 324 whale.
 Brig Charles, Obed Luce, Cape Verde's, March 13th, and condemned at Bonavista.
 Brig Gen. Jackson, Stephen Skinner, Pacific Ocean, April 5th, and arrived Jan. 27th, 1819, 318 barrels sperm and 97 whale.
 Brig Alert, David Cottle, Pacific Ocean, April 19th, and arrived Nov. 9th, 1818, 329 bbls. sperm, 333 whale.
 Brig Edward, William Paddock, Iceland, May 14th, and arrived Jan. 1, 1818, 30 barrels sperm.
 Brig Diana, Calvin Bunker, Iceland, May 14th, and arrived Sept. 25th, 1817, 100 barrels whale.
 Brig Betsey, Wm. Brown, July 20th, and arrived Oct. 18th, 1817, clean.
 Brig Indus, Obed Joy, Brazil Banks, August 15th, and arrived Sept. 17th, 1818, 1132 barrels whale.

SHIPS SAILED IN 1818.

Charles, Abraham Swain, Pacific Ocean, Jan. 15th, and arrived Aug. 13th, 1820, 1782 barrels sperm.
 John Adams, Peter Paddock, Pacific Ocean, Jan. 15th, and arrived Dec. 5th, 1820, 788 bbls. sperm, 863 whale.
 John Jay, William H. Coffin, Pacific Ocean, Feb. 6th, got on shore at Bonavista, and returned May 6, 1818, leaky.
 Minerva, Sylvanus Coffin, Pacific Ocean Feb. 6th, and arrived July 25th, 1819, 704 barrels whale.
 Globe, George W. Gardner, Pacific Ocean, March 3d, and arrived May 29th, 1820, 2090 barrels sperm.
 Ganges, Isaiah Ray, Pacific Ocean, June 22d, and arrived June 2d, 1821, 1616 barrels sperm.
 Martha, Reuben Weeks, Pacific Ocean, June 23th, and arrived Oct. 29th, 1821, 1620 barrels sperm.
 States, David Swain, 2d, Pacific Ocean, July 8th, and arrived June 27th, 1820, 1698 barrels sperm.
 Lima, Albert Clark, Pacific Ocean, July 13th, and arrived Sept. 10th, 1820, 1763 barrels sperm, 177 whale.
 Golden Farmer, Peter Coffin, Brazil Banks, July 19th, and arrived June 20th, 1819, 40 barrels sperm, 1389 whale.
 Weymouth, William Chadwick, Pacific Ocean, July 26th, and arrived Dec. 27th, 1820, 1597 barrels sperm, 433 whale.
 Boston, Frederick Barnard, Brazil Banks, August 12th, and arrived Nov. 25th, 1819, 812 barrels whale.
 Ruby, Obed Ray, Brazil Banks, August 22d, and arrived Feb. 24th, 1820, 1300 barrels whale.
 Peru, David Harris, Pacific Ocean, Aug. 29th, and arrived Dec. 5th, 1820, 1146 barrels sperm, 463 whale.
 Pacific, Benjamin Whippley, Pacific Ocean, Aug. 29th, and arrived Oct. 8th, 1820, 1764 bbls. sperm, 543 whale.
 John Jay, John Bunker, Pacific Ocean, Aug. 29th, and arrived May 16th, 1821, 369 barrels sperm, 100 whale.
 Samuel, Hezekiah Pinkham, Brazil Banks, Sept. 15th, and arrived May 1, 1820, 1700 barrels whale.
 Gen. Lincoln, Shubael Chase, Brazil Banks, Sept. 21, dismasted in a gale of wind, and abandoned Oct. 29th.
 Peruvian, Christopher Wyer, Pacific Ocean, Sept. 25th, and arrived Nov. 3d, 1821, 1966 barrels sperm, 60 whale.
 Planter, George B. Chase, Pacific Ocean, Sept. 25th, and arrived Sept. 15th, 1820, 1890 barrels sperm, 394 whale.
 South America, Joseph Earle, Pacific Ocean, Sept. 25, and arrived Oct. 20th, 1820, 378 barrels sperm, 1836 wh.
 Industry, Amaziah Gardner, Brazil Banks, Oct. 6th, and arrived Aug. 21st, 1819, 66 barrels sperm, 674 wh.
 Eagle, William H. Coffin, Pacific Ocean, Oct. 17th, and arrived June 12th, 1821, 2142 barrels sperm.
 William, Obed Luce, Brazil Banks, Oct. 30th, and arrived Feb. 23th, 1820, 113 barrels sperm, 540 whale.
 Equator, Elisha Folger, Pacific Ocean, Oct. 31st, and arrived Dec. 1, 1820, 709 barrels sperm, 611 whale.
 George, John Fitch, Pacific Ocean, Nov. 10th, and arrived May 19th, 1821, 2135 barrels sperm, 25 whale.
 Francis, Timothy Fitzgerald, Pacific Ocean, Nov. 10, and arrived Nov. 28th, 1821, 784 barrels sperm, 611 wh.
 Rambler, Benjamin Worth, Pacific Ocean, Nov. 21st, and arrived Oct. 31st, 1821, 2040 barrels sperm.
 Two Brothers, George B. Worth, Pacific Ocean, Nov. 21st, and arrived Aug. 5th, 1821, 1231 sperm, 158 whale.
 Hycso, Ammiel Coffin, Pacific Ocean, Dec. 13th, and arrived June 11th, 1821, 1560 barrels sperm.
 Leo, William Joy, Brazil Banks, Dec. 13th, and arrived July 15th, 1820, 600 barrels whale.
 Brig Betsey, William Brown, Jan. 18th, and arrived Sept. 16th, 70 barrels sperm, 12 whale.
 Brig Edward, Latham Paddock, Atlantic Ocean, April 26th, and arrived June 3d, 1819, 420 barrels whale.
 Brig Diana, Calvin Bunker, Atlantic Ocean, May 2d, and arrived Oct. 6th, 40 barrels whale.
 Brig Wm. & Nancy, Coffin Whippley, Atlantic Ocean, May 4th, and arrived Sept. 25th, clean.
 Brig Wm. Penn, Benjamin Folger, Cape Good Hope, May 29th, and arrived Feb. 12th, 1819, 38 barrels sperm, 639 whale.
 Brig Eagle, Joseph McCleave, Patagonia, June 4th, and arrived May 18th, 1819, 896 barrels whale.
 Brig Dispatch, William Brown, Atlantic Ocean, July 8th, and arrived Aug. 20th, 1819, 371 barrels whale.
 Brig Diana, Calvin Bunker, Atlantic Ocean, Oct. 31st, and arrived May 27th, 1819, 72 barrels sperm, 198 whale.

SHIPS SAILED IN 1824.

Barclay, Peter Coffin, Brazil Banks, June 14th, and arrived April 29th, 1825, 160 barrels sp, 1600 whale.
 Thomas, 2d, Frederick Swain, do., June 25th, and arrived August 8th, 1825, 1000 barrels whale.
 Criterion, Alvan Ewer, Pacific Ocean, July 4th, and arrived August 8th, 1826, 1420 sperm. The captain was killed while cutting in the last whale.
 Lima, Abraham Swain, do., July 11th, and arrived April 26th, 1827, 1777 barrels sperm.
 Sea Lion, Alexander Russell, Brazil Banks, Aug. 8, and arrived August 12th, 1825, 1084 barrels whale.
 North America, Franklin Chase, Pacific Ocean, Sept. 3d, and arrived Nov. 1827, 2030 barrels sperm, 230 wh. Capt. Chase died on the passage out.
 Ontario, Alexander D. Bunker, do., Sept. 1st, and arrived March 12th, 1827, 2250 barrels sperm.
 Ploughboy, William Chadwick, do., Sept. 17th, and arrived March 3d, 1827, 2615 barrels sperm.
 Peru, Samuel Joy, do., Sept. 17th, and arrived Dec. 11th, 1827, 1332 barrels sperm, 84 whale.
 John Adams, Daniel Folger, do., June 30th, and arrived May 25th, 1827, 1617 barrels sperm oil.
 Constitution, Isaac Chase, do., July 24th, and arrived May 15th, 1826, 2015 barrels sperm oil.
 Alexander, Samuel Bunker, do., July 24, and arrived June 17th, 1827, 2344 barrels sperm oil.
 Oono, Samuel Riddell, do., Nov. 4th. Lost on the Feejee Islands, and the crew, with the exception of William S. Cary, were killed by the natives. He remained on the islands several years, and then escaped and came home.
 Hyaco, Reuben Coffin, do., Nov. 15th. Lost on Huahelino Island.
 Spartan, Prince B. Mooers, do., Nov. 23d, and arrived Jan. 14th, 1827, 2106 barrels sperm.
 Planter, Clement Norton, Brazil Banks, Nov. 22d, and arrived — 1825, 1400 barrels whale.
 South America, Job Coffin, do., Nov. 22d. Sold her oil at Pernambuco, and took freight for New York.
 Hero, Nathaniel Fitzgerald, Pacific Ocean, Nov. 23d, and arrived April 16th, 1827, 2222 barrels sperm.
 Loper, Obed Starbuck, do., Dec. 7th, and arrived Oct. 19th, 1826, 2006 barrels sperm.

SHIPS SAILED IN 1825.

Foster, Edy Coffin, Pacific Ocean, June 7, and arrived Oct. 16, 1827, 2291 barrels sperm, 29 whale.
 Kingston, Alex. Perry, do., June 7, and arrived March 11, 1828, 2117 barrels sperm oil.
 Peruvian, Alex. Macy, do., June 8, and arrived Dec. 14, 1827, 2283 barrels sperm. Lost mate, Paul Bunker.
 George, Charles Lawrence, do., June 10, and arrived Dec. 13, 1827, 1562 barrels sperm, 69 whale.
 Globe, Reuben Swain, 2d, do., June 13, and arrived May —, 1828, 2105 barrels sperm.
 Ganges, Joshua Coffin, do., June 16, and arrived Nov. 20, 1827, 1665 barrels sperm.
 Atlantic, John J. Gardner, do., June 27, and arrived March 21, 1828, 2165 barrels sperm.
 President, Henry Winslow, do., June 27, and arrived April 27, 1828, 1597 barrels sperm.
 Cyrus, David Harris, do., July 9, and arrived June 2, 1828, 2037 barrels sperm.
 Weymouth, Moses Harris, do., July 10, and arrived July 6, 1828, 2048 barrels sperm.
 Franklin, Thaddeus Coffin, do., July 17, and arrived Nov. 17, 1827, 2037 barrels sperm.
 Washington, George Kelley, do., July 17, and arrived April 5, 1828, 2027 barrels sperm. Lost mate.
 Maria, George W. Gardner, do., July 17, and arrived June 2, 1828, 2269 barrels sperm.
 Rambler, William Worth, 2d, do., July 18, and arrived Nov. 21, 1828, 1875 barrels sperm.
 Ocean, Timothy Fitzgerald, do., Aug. 2, and arrived May 18, 1828, 1807 barrels sperm.
 Maro, Barzillai Swain, do., Aug. 4, and arrived Feb. 22, 1828, 2437 barrels sperm.
 Golden Farmer, George F. Joy, do., Aug. 14, and arrived April 4, 1828, 1685 barrels sperm.
 Lydia, David Swain, 2d, do., Sept. 28, and arrived Aug. 13, 1828, 2281 barrels sperm, 88 whale.
 Planter, Henry Bunker, do., Sept. 30, and arrived March 21, 1828, 2322 barrels sperm.
 Harvest, Richard Macy, do., Oct. 7, and arrived May 8, 1828, 2158 barrels sperm.
 Independence, William Plaskett, Oct. 30, and arrived Aug. 8, 1828, 1850 barrels sperm. Ran ashore at Martinique on this voyage.
 Paragon, David N. Edwards, do., Nov. 16. Sunk at sea, a few days after leaving Oahu; crew saved by Rosalie of Newport.
 John Jay, Alex. Drew, do., Dec. 3, and arrived Mch. 21, 1828, 910 barrels sperm. Lost mate. Second mate killed with a knife by the captain.
 Eagle, Benj. A. Coleman, do., Dec. 5, and arrived May 14, 1828, 2269 barrels sperm.
 Japan, Shubael Chase, do., Dec. 20, and arrived Mch. 18, 1829, 2134 barrels sperm.
 Barclay, Peter Coffin, Banks, July 2, and arrived June 17, 1826, 1946 barrels whale.

SHIPS SAILED IN 1826.

Swift, Jonathan Swain, 2d, Pacific Ocean, January 6th, and arrived April 21st, 1828, 3245 barrels sperm.
 Martha, Benjamin Gardner, do., Jan. 13th, and arrived April 22d, 1828, 1843 barrels sperm.
 Rose, Shubael Cottle, do., June 4th, and arrived March 30th, 1828, 2261 barrels sperm.
 Dauphin, Benjamin F. Hussey, do., July 10th, and arrived March 15th, 1829, 1517 barrels sperm.
 Enterprise, Obed Swain, do., Aug. 1st, and arrived March 7th, 1829, 2902 barrels sperm.
 Constitution, Isaac Chase, do., August 1st, and arrived April 13th, 1827, 601 barrels whale. Capt. Chase would not go round Cape Horn, went on the Brazil Banks, returned, and accused his crew of mutiny.
 Susan, Frederick Swain, do., August 21st, and arrived Oct. 22d, 1829, 2581 barrels sperm, 121 whale.
 Orion, Alfred Alley, do., August 24th, and arrived June 16th, 1829, 2627 barrels sperm.
 Omega, Allen Tilton, do., August 28th, and arrived Dec. 26th, 1829, 2189 barrels sperm, 40 whale.
 Phoebe, Micajah Swain, do., Sept. 6th, and arrived Feb. 4th, 1830, 2597 barrels sperm.
 Statira, Peter Coffin, do., Sept. 6th, and arrived June 9th, 1829, 2526 barrels sperm.
 Clarkson, Joseph Allen, do., Sept. 29, and arrived June 14, 1830, 2800 barrels sperm.
 Barclay, Joseph Barney, do., Sept. 29, and arrived Nov. 19, 1829, 1611 barrels sperm, 115 whale.
 Congress, Benj. Worth, 2d, do., Sept. 29, and arrived May 2, 1829, 2507 barrels sperm.
 John Adams, 2d, Seth Cathcart, do., Sept. 30, and arrived Oct. 15, 1828, 1356 barrels sperm.
 Pacific, David Baker, do., Nov. 4, and arrived Mch. 8, 1829, 2182 barrels sperm.
 Independence, William Whippley, do., Nov. 8, and arrived May 19, 1829, 2044 barrels sperm.
 Reaper, Benj. F. Coffin, do., Nov. 8, and arrived June 23, 1829, 1985 barrels sperm.
 Phenix, William Fitzgerald, do., Nov. 9, and arrived June 22, 1828, 2234 barrels sperm.
 Brig Otter, Robert S. Cathcart, coast of Africa, June 27, and arrived Aug. 20, 1827. Took some whale oil; went into St. Catharine's, sold all and remained there.

(To be Continued.)

(Continued.)

SHIPS SAILED IN 1827.

Sarah, Frederick Arthur, Pacific Ocean, May 26th, and arrived April 19th, 1830, 3497 barrels sperm. The greatest quantity of sperm oil ever brought to Nantucket, on one voyage.
 Spartan, William Pitman, do., May 30th, and arrived July 1st, 1829, 2324 barrels sperm.
 Constitution, Alexander Coffin, do., June 19th, and arrived Oct. 13th, 1830, 1915 barrels sperm.
 Loper, Obed Starbuck, do., June 21st, and arrived Jan. 10th, 1829, 2131 barrels sperm.
 Ploughboy, Nathan Chase, do., June 23d, and arrived July 15th, 1830, 2522 barrels sperm.
 Ontario, John G. Coffin, Brazil Banks, July —, and arrived June 19th, 1828, 1100 barrels whale.
 Lima, Charles G. Andrews, Pacific Ocean, August 8th, and arrived Nov. 3d, 1830, 1420 barrels sperm.
 Alexander, Samuel Bunker, do., Sept. 13th, and arrived March 12th, 1831, 2225 barrels sperm.
 Hero, George Allen, do., Sept. 18th, and arrived May 1st, 1830, 2353 barrels sperm.
 John Adams, George Clark, Brazil Banks, Sept. 18th, and arrived May 13th, 1829, 1517 barrels whale.
 Lydia, Peter F. Chase, Pacific Ocean, Oct. 13th, and arrived Sept. 3d, 1830, 2367 barrels sperm.
 Aurora, Frederick B. Chase, do., Dec. 6th, and arrived Dec. 22d, 1829, 2023 barrels sperm.
 Mary Mitchell, Timothy Upham, do., Dec. 13th, and arrived May 1, 1831, 2432 barrels sperm.
 Zone, Alexander D. Bunker, do., Dec. 13th, and arrived Feb. 12th, 1830, 2614 barrels sperm. Lost the mate, Nicholas Easton.
 Ann, Prince B. Mooers, do., Dec. 13th, and arrived March 28th, 1830, 2663 barrels sperm.

SHIPS SAILED IN 1828.

Baltic, William Chadwick, Pacific Ocean, Jan. 14th, and arrived May 12th, 1831, 3173 barrels sperm.
 Foster, Job C. Clark, Brazil Banks, April 19th, and arrived June 30th, 1829, 935 barrels whale.
 American, David Paddock, Pacific Ocean, April 19th, and arrived July 18th, 1830, 2189 barrels sperm, 88 wh.
 Criterion, Ambrose Whiteus, Brazil Banks, April 19th. Out 10 days, and returned, leaking 1200 strokes per hour.
 Peruvian, Alexander Macy, Pacific Ocean, June 8th, and arrived Oct. 21st, 1831, 1960 barrels sperm, 79 wh. Stephen G. Coffin fell from aloft and was killed.
 Fame, John S. Ramsdell, do., June 13th, and arrived May 9th, 1831, 1995 barrels sperm.
 Maro, Elihu Fisher, Brazil Banks, June 10th. Ran foul of the French ship *Archimedes*, put into Rio, and was condemned.
 Peru, Joseph Pease, do., June 18th, and arrived June 14th, 1829, 718 barrels whale.
 Atlantic, John J. Gardner, do., June 20th, and arrived June 28th, 1829, 103 barrels sperm, 1604 whale.
 Franklin, Joseph M. Chase, Pacific Ocean, June 22d, and arrived Oct. 21st, 1830, 2058 barrels sperm.
 Planter, Isaac Brayton, Brazil Banks, June 22d, and arrived July 4th, 1829, 99 barrels sperm, 1769 wh.
 Criterion, Ambrose Whiteus, do., June 22d, and arrived June 17th, 1829, 491 barrels whale.
 Rose, George Russell, Pacific Ocean, June 22d, and arrived June 17th, 1831, 2079 barrels sperm, leaking.
 George, Edwin Barnard, Brazil Banks, July 10th, and arrived June —, 1829, 1337 barrels whale.
 Swift, Barzillai Coffin, Pacific Ocean, July 13th, and arrived Dec. 28th, 1830, 2888 barrels sperm.
 Martha, Sylvanus Swain, Brazil Banks, July 13th, and arrived July 5th, 1829, 324 barrels whale.
 John Jay, Abraham Swain, Brazil Banks, July 20th, and arrived March —, 1830, 329 barrels sperm, 472 wh.
 Washington, Barzillai Swain, Pacific Ocean, July 24th, and arrived May 24th, 1832, 1774 barrels sperm.
 Kingston, Wm. Edwin Sherman, do., July 31st, and arrived May 8th, 1832, 1515 barrels sperm. Mate died.
 Ganges, Joshua Coffin, do., Aug. 5th, and arrived Nov. 13th, 1831, 1660 barrels sperm.
 Richard Mitchell, Edy Coffin, do., Aug. 16th. Total loss on Fayal in Sept.; saved nothing; Capt Coffin died of consumption soon after.
 Zenas Coffin, George F. Joy, do., Sept. 1st, and arrived Nov. 15th, 1831, 2732 barrels sperm.
 Cyrus, Benjamin R. Hussey, do., Sept. 6th, and arrived May 2d, 1832, 2055 barrels sperm. Capt. Hussey left at Rio, sick; came home, got well, went out again and joined the ship. Mr. Clabby, the mate, jumped overboard and was drowned.
 Maria, Benjamin Ray, do., Sept. 6th, and arrived June 10th, 1832, 1980 barrels sperm, 21 whale.
 Eagle, Benjamin A. Coleman, do., Oct. 5th, and arrived May —, 1831, 1904 barrels sperm.
 Howard, Peleg Brock, do., Oct. 5th, and arrived May 8th, 1832, 1860 barrels sperm.
 President, Charles Robbins, do., Oct. 5th, and arrived July 16th, 1831, 1766 barrels sperm. Came home leaky.
 Harvest, David N. Edwards, do., Nov. 17th, and arrived Nov. 13th, 1831, 2685 barrels sperm.
 Ontario, John G. Coffin, do., Dec. 5th, and arrived April 24th, 1832, 2106 barrels sperm. Capt. Coffin died June 15th, 1831, of fever.
 Ocean, Edwin Coffin, do., Dec. 15th, and arrived Nov. 14th, 1831, 2270 barrels sperm.
 Weymouth, Moses Harris, do., Dec. 23d, and arrived June 12th, 1831, 2288 barrels sperm.

SHIPS SAILED IN 1829.

Pacific, William Plaskett, Brazil Banks, June 12th, and arrived June 8th, 1830, 80 barrels sperm, 1607 whale.
 Loper, Obed Starbuck, Pacific Ocean, June 21st, and arrived Sept. 7th, 1830, 2280 barrels sperm. Absent 14 months and 14 days.
 John Adams, 2d, Seth Cathcart, do., June 26th, and arrived Feb. 28th, 1831, 626 barrels sperm.
 Rambler, William Worth, 2d, do., June 26th, and arrived Feb. —, 1832, 2240 barrels sperm.
 Congress, Thomas Brock, Brazil Banks, June 21st, and arrived June 1st, 1830, 7 bbls. sperm, 1299 whale.
 Japan, John Lincoln, Pacific Ocean, June 30th, and arrived March 29th, 1832, 2325 barrels sperm.
 Enterprise, John Stetson, do., July 13th, and arrived Aug. 4th, 1832, 3034 barrels sperm.
 Peru, Joseph Pease, Brazil Banks, July 21st, and arrived June 2d, 1830, 64 barrels sperm, 1152 whale.
 Richard Mitchell, David Baker, Pacific Ocean, July 22d, and arrived Sept. 3d, 1831, 3012 barrels sperm.
 George, Edwin Barnard, Brazil Banks, July 26th, and arrived June 9th, 1830, 155 bbls. sperm, 1217 wh.
 Criterion, Charles T. Folger, do., July 24th. Put into Halifax, leaky; repaired, sailed, returned and condemned.
 Montano, Benjamin Worth, Pacific Ocean, Aug. 1st, and arrived Dec. 18th, 1832, 2316 barrels sperm.
 John Adams, George Clark, Brazil Banks, Aug. 1st, and arrived June 7th, 1830, 198½ barrels whale.
 Planter, Charles Fisher, do., Aug. 14th, and arrived June 9th, 1830, 159 barrels sperm, 1469 whale.
 Dauphin, Benjamin F. Hussey, do., Aug. 14th. Lost in Saldanha bay, Cape Good Hope. Crew saved.
 Fabius, Thaddeus Coffin, Pacific Ocean, Aug. 31st, and arrived March 23d, 1833, 2163 barrels sperm.
 Spartan, William Pitman, do., Sept. 20th, and arrived Sept. 2d, 1831, 2361 barrels sperm.
 Orion, Shadrack Freeman, do., Oct. 7th, and arrived Oct. 10th, 1832, 2620 barrels sperm.
 Phenix, John J. Gardner, do., Oct. 23d, and arrived Aug. 10th, 1831, 2840 barrels sperm.
 Reaper, Benjamin F. Coffin, do., Oct. 29th, and arrived April 21st, 1832, 1808 barrels sperm. Capt Coffin died.
 Independence, William Whippley, do., Nov. 15th, and arrived June 6th, 1833, 1506 barrels sperm, 21 wh.
 Foster, Job C. Clark, do., Nov. 27th, and arrived Jan. 27th, 1833, 2260 barrels sperm.
 Martha, Alexander Whippley, do., Dec. 10th, and arrived July 15th, 1833, 1680 barrels sperm.
 Susan, Frederick Swain, do., Dec. 26th, and arrived Aug. 9th, 1833, 2180 barrels sperm.
 Atlantic, Elihu Fisher, do., Dec. 30th, and arrived Jan. 26th, 1832, 2153 barrels sperm.

SHIPS SAILED IN 1830.

Columbus, Peter Coffin, Brazil Banks, April 19th, and arrived April 18th, 1831, 230 bbls. sperm, 1550 wh. Statira, Prince Coffin, 2d, Pacific Ocean, May 7th, and arrived Oct 27th, 1833, 1104 barrels sperm.
Aurora, John Hussey, do., May 7th, and arrived April 25th, 1833, 2135 barrels sperm.
Barclay, William Barney, Jr., Brazil Banks, May 27th, and arrived May 9th, 1831, 40 barrels sperm, 1190 whale.
Phoebe, William C. Briggs, Pacific Ocean, May 28th, and arrived Nov. 25th, 1833, 2131 barrels sperm. Capt. Briggs died on the voyage.
Ann, Isaac Brayton, do., June 13th, and arrived April 28th, 1833, 2234 barrels sperm.
Congress, Thomas Brook, Brazil Banks, June 22d, and arrived Oct. 5th, 1831, 546 barrels sperm and 1363 whale.
Zone, John M. Russell, Pacific Ocean, June 27th, and arrived Sept. 29th, 1833, 2430 barrels sperm.
Omega, Frederick B. Chase, do., June 27th, and arrived Jan. 6th, 1833, 2575 barrels sperm, 27 whale.
Pacific, William Plaskett, Brazil Banks, July 11th, and arrived May 27th, 1831, 23 barrels sperm, 1786 wh.
Peru, Joseph Pease, do., July 11th, and arrived April 2d, 1831, 134 barrels sperm, 1423 whale.
John Adams, Shubael Clark, do., July 18th, and arrived March —, 1831, 87 barrels sperm, 1185 whale.
George, Edwin Barnard, do., July 29th, and arrived March 1st, 1832, 2140 barrels sperm.
Sarah, Benjamin Barney, Pacific Ocean, Aug. 11th, and arrived Jan. 14th, 1834, 2093 barrels sperm.
Clarkson, Alexander D. Bunker, do., August 23d, and arrived April 13th, 1834, 2962 barrels sperm.
American, William Wyer, do., Sept. 15th, and arrived Oct. 25th, 1833, 1474 barrels sperm, 220 whale.
Ploughboy, Nathan Chase, do., Oct. 16th, and arrived March 5th, 1834, 1741 barrels sperm.
Hero, George Alley, do., Oct. 27th, and arrived April 26th, 1833, 2240 barrels sperm.
Planter, Charles Fisher, Brazil Banks, Nov. 1st, and arrived Feb. 8th, 1832, 1669 barrels sperm.
Lydia, David Swain, 2d, Pacific Ocean, Dec. 5th, and arrived June 20th, 1833, 2120 barrels sperm, 106 whale.
Loper, John Cotton, do., Dec. 30th, and arrived August 19th, 1832, 2170 barrels sperm.

SHIPS SAILED IN 1831.

Lima, Oliver P. Winslow, Pacific Ocean, May 21st, and arrived May 11th, 1834, 1637 barrels sperm.
Columbus, Peter Coffin, Atlantic Ocean, May 26th, and arrived March 26th, 1832, 15 barrels sperm, 1896 whale.
Peru, William Brooks, Jr., do., May 26th, and arrived March 27th, 1832, 109 barrels sperm, 1405 whale.
Constitution, Frederick Arthur, do., June 9th, and arrived April 11th, 1832, 131 barrels sperm, 1492 whale.
John Adams, Shubael Clark, do., June 9th, and arrived April 22d, 1832, 105 barrels sperm, 1148 whale.
Franklin, George Prince, Pacific Ocean, June 27th. Captain Prince, the mate, and five men died of scurvy off Cape Horn. Matthew Clark, a boatsteerer, came into command. The ship was stranded on the Coast of Brazil, near the river St. Francisco, and 400 barrels sperm oil was saved.
Barclay, William Barney, Jr., Atlantic Ocean, July 1st, and arrived May 8th, 1832, 1390 barrels sperm.
Mary, David Paddock, Pacific Ocean, July 20th, and arrived March 21st, 1835, 2612 barrels sperm, 19 whale.
Catharine, Joseph M. Chase, do., July 21st and arrived Jan. 17th, 1835, 2590 barrels sperm.
Eagle, Joseph Pease, Atlantic Ocean, July 20th, and arrived March 30th, 1832, 90 barrels sperm, 1510 whale.
Fame, Seth Worth, do., July 24th, and arrived April 22d, 1832, 74 sperm, 1731 whale.
Mary Mitchell, Elihu Coffin, Pacific Ocean, July 25th, and arrived Jan. 22d, 1835, 1897 barrels sperm.
Swift, Barzillai Coffin, do., August 3d, and arrived Oct. 28th, 1834, 1868 barrels sperm.
Pacific, William Plaskett, Atlantic Ocean, August 17th, and arrived May 8th, 1832, 107 barrels sperm, 1583 whale.
Baltic, William Chadwick, Pacific Ocean, Sept. 20th, and arrived April 29th, 1835, 2322 barrels sperm.
Weymouth, Moses Harris, do., Sept. 30th, and arrived Feb. 15th, 1835, 1552 barrels sperm.
Phenix, Sanford Wilber, do., Oct. 10th, and arrived Jan. —, 1834, 2205 barrels sperm.
Richard Mitchell, James Gwinn, do., Nov. 12th, and arrived Nov. 16th, 1834, 1950 barrels sperm.
Alexander, Jonathan Swain, 2d, do., Oct. 20th, and arrived Sept. —, 1834, 1416 barrels sperm.
President, Seth Cathcart, do., Nov. 20th, and arrived April 14th, 1834, 1630 barrels sperm.
Spartan, David U. Coffin, do., Dec. 4th, and arrived Dec. 31st, 1834, 2140 barrels sperm.
Rose, Obed Starbuck, do. Stranded on the bar going out; but was got off and brought into the harbor July 31st, 1832, taken on the railways and repaired, and sailed again in 1833.

SHIPS SAILED IN 1832.

Congress, Charles Abrams, Pacific Ocean, Jan. 13th, and arrived April 29th, 1835, 988 barrels sperm.
Franklin, Joshua Coffin, 2d, Atlantic Ocean, May 8th, and arrived April 12th, 1834, 921 barrels sperm.
Ganges, Russell S. Bodfish, Pacific Ocean, June 5th, and arrived Aug. 24th, 1835, 1467 barrels sperm.
Porvian, Benjamin Coggeshall, do., June 10th, and arrived Sept. 28th, 1835, 1854 barrels sperm.
Fame, Seth Worth, Atlantic Ocean, June 10th, and arrived March 20th, 1833, 910 barrels sperm.
Planter, Reuben Manter, Pacific Ocean, June 11th, and arrived July —, 1834, 909 barrels sperm, 996 wh.
Harvest, Alexander Pollard, do., June 11th, and arrived Dec. 21st, 1835, 2350 barrels sperm.
Ocean, Elijah Parker, do., June 16th, and arrived Nov. 13th, 1835, 1490 barrels sperm.
Japan, William Plaskett, Indian Ocean, June 17th, and arrived May 6th, 1834, 632 barrels sperm, 673 wh.
Rambler, Thomas Derrick, Pacific Ocean, June 17th, and arrived April 3d, 1835, 1697 barrels sperm.
Zenas Coffin, John B. Coleman, do., June 24th, and arrived Oct. 21st, 1835, 1720 barrels sperm.
Pacific, Joseph Congdon, Indian Ocean, June 28th, and arrived April 1st, 1834, 1450 barrels sperm.
Constitution, James G. Coffin, do., June 29th, and arrived April 21st, 1833, 1230 sperm.
John Adams, Shubael Clark, Atlantic Ocean, July 6th, and arrived March 14th, 1833, 224 barrels sperm, 1456 whale.
Columbus, Reuben Russell, 2d, do., July 7th, and arrived May 21st, 1834, 900 barrels sperm.
Eagle, Charles Smith, do., July 8th, and arrived May 7th, 1833, 203 barrels sperm, 723 whale.
Young Eagle, Benjamin A. Coleman, Pacific Ocean, July 11th, and arrived Oct. 18th, 1835, 2525 barrels sp.
Bark Peru, William Brooks, Jr., Atlantic Ocean, July 28th, and arrived May 22d, 1833, 126 barrels sperm, 722 whale.
George, John C. Congdon, do., July 31st, and arrived May 7th, 1834, 2100 barrels sperm.
Orbit, John J. Gardner, Pacific Ocean, Aug. 3d, and arrived Feb. 9th, 1836, 2011 barrels sperm, 783 whale.
Mariner, Eben Coleman, do., August 12th, and arrived May 15th, 1836, 2429 barrels sperm.
Barclay, William Barney, Jr., do., Sept. 3d, and arrived July 21st, 1835, 1006 barrels sperm, 4 whale.
Reaper, Tristram P. Swain, do., Sept. 5th, and arrived March 18th, 1835, 1950 barrels sperm, 48 whale.
Mount Vernon, Edwin Coffin, do., Sept. 15th, and arrived July 25th, 1835, 3071 barrels sperm.
Howard, William Worth, 2d, do., Sept. 22d, and arrived May 11th, 1835, 2070 barrels sperm. Ammiel Joy, the mate, died on the voyage.
Charles Carroll, Owen Chase, do., Oct. 10th, and arrived March 3d, 1836, 2510 barrels sperm.

Cyrus, Benjamin R. Hussey, do., Oct. 3d, and arrived April 21st, 1836, 1810 barrels sperm.
Maria, Alexander Macy, do., Oct. 10th, and arrived March 11th, 1836, 1665 barrels sperm.
Atlantic, Elihu Fisher, do., Oct. 9th, and arrived Sept. 14th, 1835, 1845 barrels sperm.
Kingston, Wm E. Sherman, do., Oct. 19th, and arrived Oct. 3d, 1835, 484 barrels sperm.
Washington, Thomas W. Hussey, do., Nov. 5th, and arrived Dec. 30th, 1835, 1533 barrels sperm.
Charles & Henry, George F. Joy, do., Nov. 23th, and arrived July 7th, 1836, 2546 barrels sperm.
Loper, John Cotton, do., Nov. 25th. Sunk at sea, homeward bound; crew saved.
Ontario, Edwin Barnard, do., Dec. 1st, and arrived Aug. 4th, 1836, 1345 barrels sperm.
Alexander Coffin, David Baker, do., Dec. 25th, and arrived May 19th, 1836, 1946 barrels sperm.
Enterprise, John Stetson, do., Dec. 30th, and arrived June 12th, 1836, 1896 barrels sperm. Capt. Stetson left the ship sick, and George Haggerty took command and finished the voyage.
Thule, Josiah Smith, do., Dec. 21st, and arrived May 30th, 1835, 270 barrels sperm. Capt. Smith left the ship at Talcahuano. George W. Folger, second mate, brought her home.

SHIPS SAILED IN 1833.

Orion, Moses Brown, Pacific Ocean, Jan. 15, and arrived Mch. 3, 1836, 920 barrels sperm. Capt. Brown left the ship at Payta in charge of the mate, and returned home sick.
Fame, Isaac Gardner, Atlantic Ocean, May 23, and arrived Mch. 1, 1835, 280 barrels sperm, 1040 whale. Came home leaky. Broken up.
Montano, David N. Edwards, Pacific Ocean, June 1, and arrived April 10, 1836, 3097 barrels sperm.
Omega, Henry Phelon, do., June 11, and arrived June 8, 1836, 2904 barrels sperm.
Foster, Josiah C. Long, do., June 27, and arrived Nov. 16, 1836, 1408 barrels sperm.
Peru, William Brooks, Jr., Atlantic Ocean, July 4, and arrived —, 1835, 43 barrels sperm, 696 whale.
Constitution, James G. Coffin, do., July 13, and arrived April 22, 1835, 140 barrels sperm, 775 whale.
John Adams, Obed Luce, Jr., do., July 20, and arrived Mch. 13, 1835, 149 barrels sperm, 1335 whale.
Levi Starbuck, Shadrach Freeman, Pacific Ocean, July 27, and arrived Oct. 13, 1836, 1885 barrels sperm.
Ann, Peter Brock, do., Aug. 6, and arrived Oct. 15, 1836, 1845 barrels sperm.
Rose, James Davis, do., Aug. 21, and arrived Jan. 26, 1837, 1180 barrels sperm.
Eagle, Joseph Pease, Atlantic Ocean, Aug. 18, and arrived April 7, 1835, 604 barrels sperm, 680 whale.
Three Brothers, George Alley, Pacific Ocean, Aug. 25, and arrived Nov. 2, 1836, 2212 barrels sperm.
Fabius, Benjamin C. Chase, do., Aug. 31, and arrived July 31, 1837, 963 barrels sperm.
Ohio, Charles W. Coffin, do., Aug. 15, and arrived Jan. 8, 1837, 2615 barrels sperm, 176 whale.
Hero, Peter Smith, do., Oct. 4, and arrived Aug. 15, 1836, 1177 barrels sperm.
Aurora, John Hussey, Jr., do., Oct. 18, and arrived May 13, 1837, 1713 barrels sperm.
Susan, Frederick Swain, do., Nov. 17, and arrived May 14, 1837, 1406 barrels sperm.
Independence, Isaac Brayton, do., Nov. 17. Totally lost on Starbuck's Island; had on board 1800 barrels sperm oil.
Martha, Tristram Pinkham, do., Nov. 24, and arrived April 19, 1837, 666 barrels sperm.
Lydia, Edward C. Joy, do., Nov. 18. Took fire Jan. 31, 1835, and burned. Supposed to have been fired by one of the crew. The crew took to the boats, were picked up next day by bark Washington of Hudson, Capt. Wm. C. Clark, and landed at Payta.

SHIPS SAILED IN 1834.

Zone, John M. Russell, Pacific Ocean, April 12, and arrived Sept. 7, 1837, 1475 barrels sperm. Capt. Russell was lost overboard during a gale of wind, near New Zealand.
Phoebe, Shubael S. Russell, do., May 25, and arrived Nov. 21, 1837, 1009 barrels sperm. Sent home 115 barrels sperm.
American, Aaron Coffin, do., June 3, and arrived Nov. 21, 1837, 1238 barrels sperm.
Franklin, Edwin Morton, do., June 15, and arrived June 12, 1837, 160 barrels sperm, 452 whale.
Phenix, Isaac B. Hussey, do., July 6, and arrived Feb. 3, 1837, 2345 barrels sperm.
Christopher Mitchell, Sanford Wilber, do., July 15, and arrived Aug. 21, 1837, 2843 barrels sperm.
Ploughboy, Moses Brown, do., July 22, and arrived April 9, 1836, 1811 barrels sperm, 471 whale.
Alpha, Frederick B. Chase, do., July 25, and arrived Dec. 31, 1837, 1680 barrels sperm.
Elizabeth Starbuck, Obed Cathcart, do., July 27, and arrived May 5, 1837, 2708 barrels sperm.
Pacific, Joseph Congdon, Atlantic Ocean, July 29, and arrived May 13, 1837, 2035 barrels sperm.
George, John C. Congdon, do., Aug. 4, and arrived May 12, 1836, 396 barrels sperm, 1255 whale.
Clarkson, William Plaskett, Pacific Ocean, Aug. 9, and arrived Dec. 20, 1837, 2523 barrels sperm.
Statira, George Cannon, Jr., do., Aug. 14, and arrived June 14, 1838, 1201 barrels sperm, 333 whale.
Japan, Edwin Hiller, Indian Ocean, Sept. 3, and arrived Nov. 22, 1837, 2115 barrels sperm.
Planter, Reuben Manter, Pacific Ocean, Oct. 31, and arrived Aug. 6, 1837, 1054 barrels sperm, 628 whale.
Lima, Wm. C. Wyer, do., Dec. 9, and arrived April 17, 1838, 1173 barrels sperm.
Sarah, Joseph Holley, do., Dec. 31, and arrived Nov. 3, 1837, 2326 barrels sperm. Went to New York, freighting, after this voyage; returned in 1839 and fitted whaling again.

SHIPS SAILED IN 1835.

President, Seth Cathcart, Pacific Ocean, June 24, and arrived June 8, 1838, 1670 barrels sperm.
Columbus, Peter Coffin, do., June 29, and arrived Nov. 12, 1838, 1398 sperm, 16 whale.
Mary Mitchell, Samuel Joy, do., July 14, and arrived May 17, 1838, 696 barrels sperm, 1974 whale.
John Adams, Obed Luce, Jr., Atlantic and Indian Oceans, July 15, and arrived July 9, 1837, 302 barrels sperm, 1570 whale.
Richard Mitchell, Henry Cleveland, Pacific Ocean, July 20, and arrived Dec. 27, 1838, 1172 barrels sperm, 937 whale.
Congress, William Upham, do., July 23, and arrived Nov. 20, 1838, 1902 barrels sperm.
Eagle, Isaac Gardner, Atlantic Ocean, July 29, and arrived April 17, 1837, 625 barrels sperm, 1293 whale. Broken up here after this voyage.
Catharine, Joseph M. Chase, Pacific Ocean, July 29, and arrived Oct. 26, 1838, 3016 barrels sperm.
Mary, Thomas Coffin, 2d, do., July 30, and arrived May 12, 1839, 1866 barrels sperm, 515 whale.
Baltic, William Keen, do., Sept. 8, and arrived Mch. 18, 1839, 1420 barrels sperm, 1694 whale.
Rambler, Robert McCleave, do., Sept. 8, and arrived Aug. 23, 1838, 2246 barrels sperm.
Howard, William Worth, 2d, do., Sept. 21, and arrived April 21, 1838, 2312 barrels sperm.
Peru, Wm. Brown, Jr., do., Oct. 4, and arrived April 13, 1839, 676 barrels sperm, 149 whale.
Spartan, David U. Coffin, do., Oct. 4, and arrived May 4, 1839, 1790 barrels sperm.
Mount Vernon, Lewis B. Imbert, do., Oct. 5, and arrived July 17, 1839, 2456 barrels sperm.
Reaper, Timothy U. Coffin, do., Oct. 12. Probably foundered in a gale off New Zealand, 1836; all hands lost.
Ganges, Barzillai T. Folger, do., Oct. 26, and arrived May 10, 1839, 1344 barrels sperm, 340 whale.
Constitution, Edward C. Joy, do., Oct. 25, and arrived April 7, 1839, 1630 barrels sperm.
Barclay, Reuben Barney, do., Nov. 13, and arrived — 1839, 1550 barrels sperm.

SHIPS SAILED IN 1836.

Catawba, John B. Coleman, Pacific Ocean, Jan. 14, and arrived Sept. 20, 1839, 1698 barrels sperm, 139 whale.

Panama, Alexander D. Bunker, do., Jan. 3, and arrived Aug. 4, 1839, 1330 barrels sperm.

Orbit, Benj. B. Raymond, do., May 1, and arrived May 12, 1839, 395 barrels sperm, 2146 whale.

Atlantic, Thomas Russell, do., Jan. 27, and arrived Dec. 4, 1838, 1701 barrels sperm.

Thule, James Coleman, Atlantic Ocean, July 19, and arrived July 19, 1838, 68 barrels sperm, 2085 whale.

Harvest, William B. Cash, Pacific Ocean, July 21, and arrived April 6, 1839, 2299 barrels sperm.

Kingston, Thaddeus Coffin, do., July 22, and arrived Oct. 27, 1839, 753 barrels sperm.

Washington, Charles F. Coffin, do., July 14, and arrived Dec. —, 1839, 1780 barrels sperm.

Peruvian, David Osborn, do., July 31, and arrived April 24, 1840, 1590 barrels sperm.

Young Eagle, George Crocker, do., July 8, and arrived May 1, 1840, 2440 barrels sperm.

Walter Scott, Benjamin Coggeshall, do., Aug. 11, and arrived Sept. 2, 1840, 2227 barrels sperm.

Jefferson, Obed Swain, do., Aug. 11, and arrived Mch. 14, 1840, 2309 barrels sperm.

Alexander Coffin, John C. Congdon, do., Aug. 25, and arrived July 10, 1840, 1834 barrels sperm.

Charles Carroll, Owen Chase, do., Aug. 30, and arrived Feb. 14, 1840, 2678 barrels sperm.

Zenas Coffin, Hiram Bailey, do., Sept. 3, and arrived Jan. 14, 1840, 2259 barrels sperm.

Ocean, Elijah Parker, do., Sept. 5, and arrived July 8, 1840, 1847 barrels sperm.

Cyrus, Benjamin R. Hussey, do., Sept. 9, and arrived May 1, 1840, 1697 barrels sperm.

Mariner, George W. Gardner, Jr., do., Sept. 14, and arrived June 20, 1840, 1925 barrels sperm.

Orion, Elihu Coffin, do., Oct. 2, and arrived Feb. 21, 1840, 1652 barrels sperm.

Maria, Elisha H. Fisher, do., Oct. 22, and arrived Oct. 14, 1839, 2069 barrels sperm, 47 whale.

Henry, George G. Chase, do., Oct. 23, and arrived Jan. 16, 1840, 2436 barrels sperm.

Omega, Albert C. Gardner, do., Nov. 5, and arrived April 22, 1840, 2452 barrels sperm, 13 whale. Capt. Gardner died and Benjamin Gardner finished the voyage.

Enterprise, George Haggerty, do., Nov. 22, and arrived June 29, 1840, 1395 barrels sperm.

Lexington, Alexander Pollard, do., Nov. 27, and arrived June 10, 1840, 2185 barrels sperm. Built here. Capt. Pollard died, and Henry W. Davis finished the voyage.

Charles and Henry, George F. Joy, do., Dec. 1, and arrived Oct. 12, 1840, 1929 barrels sperm.

Ontario, George G. Cathcart, do., Dec. 19, and arrived Nov. 19, 1839, 1489 barrels sperm, 30 whale.

SHIPS SAILED IN 1837.

Nantucket, David N. Edwards, Pacific Ocean, June 12, and arrived Feb. 1, 1841, 2036 barrels sperm, 465 whale. Built here.

Three Brothers, Henry Phelon, do., June 12, and arrived April 28, 1841, 2719 barrels sperm.

Ann, Peter C. Brock, do., July 5, and arrived June 23, 1841, 2427 barrels sperm.

Ohio, Charles W. Coffin, do., July 12, and arrived April 19, 1841, 2520 barrels sperm.

Montano, Benjamin C. Sayer, do., Aug. 4, and arrived May 30, 1839, 53 barrels sperm, 2716 whale.

Hero, Reuben Joy, Jr., do., Aug. 16, and arrived May 18, 1841, 1992 barrels sperm.

Levi Starbuck, John C. Lincoln, do., Aug. 27, and arrived Nov. 29, 1840, 2375 barrels sperm, 25 whale.

Foster, Josiah C. Long, do., Sept. 1, and arrived April 28, 1841, 2101 barrels sperm.

Martha, James Alley, do., Sept. 6, and arrived Mch. 31, 1840, 308 barrels sperm, 1112 whale.

Obed Mitchell, Reuben Ray, Jr., do., Sept. 22, and arrived June 27, 1841, 870 barrels sperm.

Rose, Benjamin A. Coleman, do., Oct. 3, and arrived May 29, 1841, 1987 barrels sperm.

Franklin, Benjamin F. Riddell, do., Oct. 12, and arrived Feb. 13, 1841, 1711 barrels sperm, 87 whale.

Aurora, John Hussey, Jr., do., Nov. 5, and arrived Dec. 2, 1840, 2036 barrels sperm.

Phenix, Isaac B. Hussey, do., Nov. 4, and arrived Feb. 14, 1840, 2419 barrels sperm.

Elizabeth Starbuck, Alex. M. Chase, do., Nov. 16, and arrived May 2, 1841, 1359 barrels sperm, 7 whale.

Planter, Ebon M. Hinckley, do., Nov. 14, and arrived May 28, 1841, 1460 barrels sperm, 24 whale.

John Adams, Asa Coleman, do., Nov. 27, and arrived Oct. 4, 1840, 1650 barrels sperm, 650 whale.

Susan, Reuben Russell, do., Dec. —, and arrived May 28, 1841, 1892 barrels sperm, 477 whale.

SHIPS SAILED IN 1838.

Christopher Mitchell, Charles A. Veeder, Pacific Ocean, April 28, and arrived April 6, 1841, 2714 barrels sperm, 52 whale.

Alpha, Joseph Congdon, do., June 3, and arrived Dec. 2, 1841, 2265 barrels sperm.

Japan, John Tobey, do., June 10, and arrived Dec. 12, 1841, 2176 barrels sperm, 27 whale.

James Loper, Obed Cathcart, do., June 26, and arrived May 11, 1842, 1842 barrels sperm.

Young Hero, George Alley, do., June 27, and arrived Oct. 21, 1841, 2504 barrels sperm.

American, David Baker, do., July 4, and arrived July 26, 1841, 2181 barrels sperm, 9 whale. Sent home 90 sp.

Clarkson, Joseph C. Chase, do., July 16, and arrived April 17, 1842, 1580 barrels sperm, 310 whale.

Phoebe, George Allen, do., July 18, and arrived April 2, 1842, 1387 barrels sperm.

Mary Mitchell, Joseph McCleave, do., Aug. 26, and arrived April 27, 1842, 1370 barrels sperm, 96 whale.

Lima, Obed Luce, Jr., do., Aug. 29, and arrived Feb. 7, 1842, 1680 barrels sperm.

Napoleon, William Plaskett, do., Sept. 9, and arrived Sept. 13, 1842, 1676 barrels sperm, 512 whale.

Howard, William Worth, do., Oct. 19, and arrived June 1, 1841, 2209 barrels sperm.

Thule, James Coleman, do., Oct. 19, and arrived Dec. 29, 1841, 1528 barrels sperm, 527 whale.

Joseph Starbuck, Sanford Wilber, do., Nov. 15, and arrived April 3, 1842, 3221 barrels sperm. Built here.

President, Reuben Starbuck, do., Nov. 15, and arrived July 13, 1842, 1840 barrels sperm.

Rambler, Robert McCleave, do., Dec. 12, and arrived Nov. 10, 1842, 1543 barrels sperm.

Daniel Webster, Joseph N. Plaskett, do., Dec. 16, and arrived Oct. 15, 1842, 1832 barrels sperm.

SHIPS SAILED IN 1839.

Catharine, John Brown, Pacific Ocean, May 8th, and arrived June 23d, 1843, 650 barrels sperm 270 wh. Capt. Brown died in his boat while fast to a whale.

Atlantic, George C. Hoeg, do. May 12th, and arrived May 11th, 1843, 1255 barrels sperm, 95 whale.

Zone, Edwin Hiller, do., May 19th, and arrived May 8th, 1843, 2061 barrels sperm.

Columbus, William B. Gardner, do., May 25th, and arrived April 28th, 1843, 1180 barrels sperm.

Ploughboy, Moses Brown, do., June 27th, and arrived May 15th, 1843, 747 barrels sperm, 700 whale.

Sarah, William Upham, do., July 14th, and arrived July 15th, 1843, 2646 barrels sperm. Delivered the cargo at New York.

Peru, Joshua Coffin, do., July 15th, and arrived Oct. 1842, 1340 barrels sperm. First ship taken in by belms. Bells were rung, guns fired, and there general turn-out of citizens to greet her arrival.

Richard Mitchell, William H. Gardner, do., July 14, and arrived May 11, 1843, 1078 sperm.

Institution, Obed Ramsdell, do., July 21st, and arrived May 31st, 1842, 2167 barrels sperm, 20 whale.

Montano, Reuben Chase, do., July 29th, and arrived July 7th, 1841, 236 barrels sperm, 2156 whale.

Orbit, Isaac Gardner, do., Aug. 10th. Ran on shore near Payta: a total loss.

Baltic, John J. Gardner, do., Aug. 17th, and arrived April 6th, 1843, 2007 barrels sperm, 323 whale.

Congress, John Pitman, do., Aug. 27th, and arrived June 18th, 1843, 1298 barrels sperm, 50 whale.

Mary, Thomas Coffin, do., Sept. 10th, and arrived July 14th, 1843, 1443 barrels sperm.

Spartan, David U. Coffin, do., Oct. 17th, and arrived March 23d, 1843, 1903 barrels sperm.

Mount Vernon, Lewis B. Imbert, do., Oct. 31st, and arrived June 23d, 1844, 2877 barrels sperm.

Statira, Barzillai T. Folger, do., Nov. 10th, and arrived May 29th, 1843, 2703 barrels sperm.

Barclay, Reuben Barney, do., Dec. 10th, and arrived Aug. 12th, 1843, 818 barrels sperm, 2 whale.

Henry Clay, Benjamin C. Sayer, do., Dec. 17th, and arrived Feb. 27th, 1844, 1946 barrels sperm, 5 whale.

SHIPS SAILED IN 1840.

Henry Astor, Seth Pinkham, Pacific Ocean, Jan. 24th, and arrived May 23d, 1844, 1277 barrels sperm, 980 whale. Capt. Pinkham died at Pernambuco April 17th, 1844; body brought home in bark Nile, of Boston.

Catawba, Henry Pease, do., Feb. 2d, and arrived Oct. 21st, 1843, 2009 barrels sperm, 40 whale.

Maria, Elisha H. Fisher, do., April 23d, and arrived Feb. 20th, 1842, 2413 barrels sperm.

Washington, Stephen Bailey, do., May 14th, and arrived Sept. 24th, 1843, 1095 barrels sperm, 58 whale.

Ontario, Stephen B. Gibbs, do., May 23th, and arrived Nov. 20th, 1842, 2073 barrels sperm. Sent home 40 sperm.

Charles Carroll, Thomas S. Andrews, do., May 29th, and arrived Dec. 6th, 1843, 1926 barrels sperm. Sent home 250 sperm.

Henry, William Brown, do., June 1st, and arrived April 16th, 1844, 1641 barrels sperm, 60 whale.

Kingston, William Lawson, do., June 12th, and arrived May 14th, 1844, 1067 barrels sperm, 342 whale.

Phenix, Josiah Hamblen, do., June 21st, and arrived Feb. 17th, 1844, 2241 barrels sperm, 24 whale.

Zenas Coffin, Hiram Bailey, do., July 12th, and arrived May 25th, 1843, 3043 sperm, 177 whale.

Fabius, Frederick B. Chase, do., July 12th, and arrived April 6th, 1844, 2140 barrels sperm.

Jefferson, William B. Cash, do., July 23th. Lost on Atoll, Sandwich Islands, with 2480 barrels sperm, 80 whale, June 22d, 1842.

Peruvian, Frederick Arthur, do., July 31st, and arrived June 23d, 1844, 1212 barrels sperm, 505 whale. Sent home 300 sperm.

Young Eagle, Edward C. Austin, do., Sept. 1st, and arrived July 19th, 1843, 2544 barrels sperm.

Lexington, Henry Davis, do., Aug. 29th, and arrived March 14th, 1844, 1336 barrels sperm, 1334 whale. Sent home 125 sperm. Capt. Davis left at Rio, sick; Mr. Weeks took charge.

Lydia, George G. Cathcart, do., Sept. 2d, and arrived Feb. 17th, 1845, 1225 barrels sperm.

Alexander Coffin, Samuel C. Weyer, do., Sept. 8th, and arrived June 23d, 1844, 1953 barrels sperm.

Omega, George Haggerty, do., Sept. 8th, and arrived Aug. 9th, 1844, 1397 barrels sperm.

Mariner, George Palmer, do., Oct. 6th, and arrived May 13th, 1844, 1632 barrels sperm, 7 whale.

Ocean, Elijah Parker, do., Oct. 18th, and arrived Oct. 3d, 1844, 1662 sperm.

Harvest, John Gardner, do., Sept. 17th, and arrived Aug. 5th, 1844, 1636 barrels sperm.

Walter Scott, Cromwell Bunker, do., Oct. 31st, and arrived July 8th, 1844, 1296 barrels sperm.

Cyrus, Daniel Emmons, do., Nov. 1st, and arrived Oct. 14th, 1844, 1458 barrels sperm.

Enterprise, George Cannon, do., Dec. 18th, and arrived June 17th, 1844, 1094 barrels sperm, 1014 whale.

Charles & Henry, John B. Coleman, do., Dec. 20th, and arrived March 8th, 1845, 689 barrels sperm, 196 whale.

SHIPS SAILED IN 1841.

Aurora, Frederick W. Coffin, Pacific Ocean, May 13th, and arrived Dec. 9th, 1841, 1801 barrels sperm.

Levi Starbuck, Joseph P. Nye, do., May 26th, and arrived March 31st, 1845, 856 barrels sperm, 865 wh.

Nantucket, George W. Gardner, do., June 16th, and arrived May 12th, 1845, 1279 barrels sperm, 1326 whale.

Orion, James Nichols, do., July 5th, and arrived Nov. 14th, 1844, 2040 barrels sperm, and 169 whale.

Three Brothers, Joseph Mitchell, do., July 12th, and arrived Nov. 6th, 1845, 2156 barrels sperm, 22 wh.

Ohio, Veranus Smith, do., July 13th, and arrived May 3d, 1845, 2994 barrels sperm, 80 whale.

Foster, John C. Congdon, do., July 28th, and arrived Sept. 1st, 1845, 1430 barrels sperm.

Ganges, George Pitman, do., July 28th, and arrived May 20th, 1845, 732 barrels sperm, 475 whale.

Martha, William Baxter, do., July 28th, and arrived June 17th, 1845, 1057 barrels sperm, 276 whale.— Captain Baxter left the ship in charge of the mate, and came home.

Monticello, Benjamin Coggeshall, do., Aug. 2d, and arrived July 15th, 1845, 2430 barrels sperm.

Franklin, Shubael Ray, do., Aug. 11th, and arrived April 3d, 1845, 1440 barrels sperm, 16 whale. Captain Ray died on the voyage, Nov. 8th, 1843.

Elizabeth Starbuck, Henry Bigelow, do., Aug. 21st, and arrived Aug. 10th, 1845, 1225 barrels sperm.

Navigator, Elihu Fisher, do., August 21st, and arrived May 7th, 1845, 1737 barrels sperm, 246 whale.

Massachusetts, Seth Nickerson, Jr., do., Aug. 26th, and arrived March 24th, 1845, 1352 barrels sperm, 1338 whale.

John Adams, Isaac Stockman, do., August 31st, and arrived June 24th, 1845, 540 barrels sperm. Captain Stockman died on the voyage.

Columbia, George F. Joy, do., Sept. 4th, and arrived Dec. 10, 1845, 1660 barrels sperm.

Obed Mitchell, Elihu Coffin, do., Sept. 4th, and arrived May 10th, 1845, 1183 barrels sperm.

Japan, Benjamin F. Riddell, do., Sept. 17th, and arrived June 10th, 1845, 1890 barrels sperm.

Edward Cary, John Tobey, do., Sept. 26th, and arrived July 22d, 1845, 1559 barrels sperm, 32 whale.

Hero, William S. Chase, do., Sept. 29th, and arrived Feb. 22d, 1846, 830 barrels sperm.

David Paddock, John Hussey, Jr., do., Oct. 7th, and arrived Oct. 16th, 1845, 882 barrels sperm, 17 whale.

Christopher Mitchell, William Keen, do., Oct. 25th, and arrived Jan. 24th, 1845, 1250 barrels sperm. The officers, boatsteerers, and nearly all the crew left the ship at Bay of Islands. Captain Keen shipped Capt. William Swain as mate, made up a new crew, and sailed again. Mr. Swain was carried out of the boat by the first whale, and lost. The ship took 300 barrels, and put away for home.

Howard, Alexander D. Bunker, do., Nov. 1st, and arrived June 8th, 1845, 1963 barrels sperm.

Narragansett, Charles W. Coffin, do., Nov. 7th, and arrived Oct. 25th, 1845, 2251 barrels sperm.

Potomac, Isaac B. Hussey, do., Nov. 12th, and arrived May 4th, 1845, 2354 barrels sperm.

United States, Calvin G. Worth, do., Nov. 12th, and arrived Oct. 16th, 1845, 1512 barrels sperm, 12 whale.

American, Alexander H. Coffin, do., December 1st, and arrived July 10th, 1845, 1890 sperm.

Susan, Reuben Russell, do., Dec. 9th, and arrived May 27th, 1846, 637 barrels sperm, 1405 whale.

Montano, Roswell M. Coon, do., Dec. 25th, and arrived April 11th, 1845, 1488 barrels sperm, 442 whale.

SHIPS SAILED IN 1842.

Rose, William B. Swain, Pacific Ocean, Feb. 8th, and arrived March 10th, 1846, 1650 barrels sperm.

Young Hero, Peter C. Brock, do., April 17th, and
 Maria, Edward Jennings, do., May 11th, and arrived
 May 20th, 1846, 1796 barrels sperm.
 Alpha, John B. Rogers, do., May 15th, and arrived
 Nov. 19th, 1845, 2413 barrels sperm, 19 whale.
 Lima, Obed Luce, Jr., do., May 31st. Was con-
 demned at Rio Janeiro, outward bound.
 Thule, Charles N. Coffin, do., June 17th. Lost on
 Booby Shoal, lat. 21 S., lon. 169 E.
 Mary Mitchell, Charles Lawrence, do., Aug. 25th,
 and arrived June 24th, 1847, 1176 barrels sperm, 687
 whale.
 Clarkson, Joseph C. Chase, do., Sept. 18th. Con-
 demned at Talcahuano, 1846, and her oil, (1825 barrels
 sperm, and 12 whale,) was shipped home.
 Phoebe, Samuel W. Harris, do., do., Sept. 19th. The
 first attempt to take out a ship by the camels. It
 failed for want of suitable chains. She obtained 1175
 barrels sperm, and 500 barrels whale, and put into
 Pernambuco, Dec. 21th, 1846, leaking, and was con-
 demned. The whale oil was sold, and the sperm ship-
 ped home.
 Constitution, Obed R. Bunker, do., Sept. 23d, and
 arrived Feb. 12th, 1847, 1842 barrels sperm, 41 whale.
 First ship taken out by the camels.
 Napoleon, Elisha H. Fisher, do., Oct. 24th, and ar-
 rived Nov. 25th, 1845, 2495 barrels sperm, 19 whale.
 James Loper, Joseph Congdon, do., Oct. 30th, and
 arrived May 6th, 1846, 2353 barrels sperm.
 President, John C. Brock, do., Dec. 20th, and ar-
 rived April 8th, 1847, 1170 barrels sperm.
 Joseph Starbuck, Charles A. Veeder, do. Lost on
 Nantucket bar, going out.

SHIPS SAILED IN 1843.

Daniel Webster, Reuben F. Starbuck, Pacific Ocean,
 May 18th, and arrived Nov. —, 1847, 1264 barrels
 sperm, 250 whale.
 Peru, Edwin Barnard, do., May 10th, and arrived
 Sept. 19th, 1846, 968 barrels sperm.
 Ontario, Stephen B. Gibbs, do., May 24th, and ar-
 rived May 2d, 1846, 2213 barrels sperm.
 Rambler, Robert McCleave, do., July 13th, and ar-
 rived May 25th, 1847, 1573 barrels sperm, 52 whale.
 Empire, Charles A. Veeder, do., July 18th, and ar-
 rived Nov. 27th, 1847, 2076 barrels sperm, 35 whale.
 Zenas Coffin, Obed Ramsdell, do., Sept. 17th, and ar-
 rived May 28th, 1848, 1820 barrels sperm, 339 whale.
 Mary, Charles Pitman, Jr., do., Oct. 1st, and arrived
 April 16th, 1847, 862 barrels sperm, 82 whale.
 Zane, Obed Starbuck, do., Oct. 13th, and arrived
 Nov. 10th, 1846, 1225 barrels sperm.
 Richard Mitchell, Josiah C. Long, do., Oct. 14th,
 and arrived Sept. 30th, 1847, 1803 barrels sperm.
 Barclay, Eben Baker, do., Oct. 20th, and arrived
 June 16th, 1847, 1280 barrels sperm, 3 whale.
 Atlantic, James Coleman, do., Oct. 23th, and arrived
 June 22d, 1846, 1965 barrels sperm.
 Spartan, Nehemiah C. Fisher, do., Nov. 19th, and
 arrived July 2d, 1847, 1387 barrels sperm.
 Washington, Stephen Bailey, do., Dec. 2d, and ar-
 rived June 12th, 1847, 1613 barrels sperm, 20 whale.
 Young Eagle, Benjamin Lothrop, do., Dec. 5th.
 Sunk at sea, homeward bound, 1847.
 Catawba, William Coleman, do., Dec. 24th, and ar-
 rived Sept. 23d, 1847, 1853 barrels sperm, 41 whale.
 Sarah, Frederick W. Myrick, do., Dec. 31st. The
 Sarah was fitted from New York, obtained 2600 barrels
 whale, put in to Tahiti and was condemned. The oil
 was shipped to Bremen.

SHIPS SAILED IN 1844.

Charles Carroll, Thomas S. Andrews, Pacific Ocean,
 May 16th, and arrived May 29th, 1848, 1261 barrels
 sperm, 473 whale.
 Henry Clay, Edward C. Austin, do., June 10th, and
 arrived Aug. 15th, 1847, 2847 barrels sperm.
 Lexington, Edward Weeks, do., June 26th, and ar-
 rived July 7th, 1848, 1780 barrels sperm, 1404 whale.
 Henry, William Brown, do., July 1st, and arrived
 April 24th, 1848, 1150 barrels sperm, 552 whale.
 Mariner, Albert Ray, do., July 31st, and arrived
 Sept. 15th, 1848, 1236 barrels sperm, 407 whale.
 Citizen, Hiram Bailey, do., Aug. 25th, and arrived
 July 17th, 1849, 1452 barrels sperm, 1600 whale.
 Walter Scott, Charles Grant, do., Aug. 31st, and ar-
 rived March 10th, 1849, 1648 barrels sperm, 55 whale.
 Planter, Barzillai T. Folger, do., Sept. 15th, and ar-
 rived April 26th, 1847, 1276 barrels sperm, 914 whale.
 Phoenix, Perry Winslow, do., Sept. 17th, and arrived
 June 31d, 1848, 1648 barrels sperm, 24 whale.
 Peruvian, George B. Folger, do., Oct. 1st, and ar-
 rived Jan. 29th, 1848, 1515 barrels sperm.
 Mount Vernon, Henry Coleman, do., Oct. 31. Met
 with shipwreck, Oct. 6th, lost boats, spars, &c., re-
 turned, and sailed again Nov. 5th, and arrived Oct.
 2d, 1849, 1823 barrels sperm, 10 whale.
 Henry Astor, Thomas Coffin, 2d, do., Oct. 14th, and
 arrived Oct. 19th, 1848, 1916 barrels sperm.
 Harvest, George D. Coffin, do., Oct. 18th. Lost 2d
 mate, ten men, spars, boats, &c., by shipping a sea,
 returned Jan. 6th, 1845, sailed again Feb. 17th, 1845.
 Omega, Charles H. Morton, do., Oct. 26th, and ar-
 rived July 4th, 1848, 1095 barrels sperm. Nathaniel
 Barney and wife sailed as passengers for Madeira.
 Nippon, John Gardner, 2d, do., Nov. 29th. Capt.
 Gardner left the ship at Sandwich Islands, sick; ship
 sank at sea on passage home, Jan. 12th, 1849, 36° N.,
 73° W., Isaac Smith in command, bottom bored by
 worms.

SHIPS SAILED IN 1845.

Harvest, George D. Coffin, Pacific Ocean, Feb. 17th,
 and arrived July 4th, 1849, 383 barrels sperm.
 Cyrus, Alexander M. Myrick, do., May 9th. Con-
 demned at Rio Janeiro, outward bound, Dec. 1845.
 Aurora, Frederick W. Coffin, do., May 19th, and ar-
 rived June 25th, 1848, 1930 barrels sperm, 34 whale.
 Massachusetts, James Codd, do., May 31st, and ar-
 rived Aug. 6th, 1843, 561 barrels sperm, 1995 whale.
 Norman, Richard Gardner, do., May 31st, and ar-
 rived July 4th, 1848, 2507 barrels sperm. Sent home 113
 sperm, sold 150 whale.
 Charles & Henry, Benjamin C. Sayer, do., June 4th.
 Lost on Corvo, Western Islands, outward bound, June,
 1845; crew saved.
 Sarah Parker, Thomas Russell, do., June 15th, and
 arrived May 10th, 1849, 59 barrels sperm, 2700 whale.
 Christopher Mitchell, Enoch Ackley, do., July 18th,
 and arrived July 4th, 1848, 1936 barrels sperm, 66
 whale. Sent home 161 sperm, sold 118 sperm.
 Navigator, George Palmer, do., July 3d, and arrived
 June 5th, 1849, 1825 barrels sperm, 30 whale.
 Franklin, Henry Starbuck, do., July 13th, and ar-
 rived May 1st, 1849, 1463 barrels sperm.
 Ganges, James Nichols, do., July 15th, and arrived
 June 28th, 1849, 1910 barrels sperm.
 Orion, Edward S. Ray, do., July 15th. Condemned
 at New Zealand, but was repaired and sold in Cali-
 fornia.
 Levi Starbuck, Joseph P. Nye, do., July 16th, and
 arrived April 19th, 1850, 1448 barrels sperm, 136 wh.
 John Adams, William Rawson, do., Aug. 12th, and
 arrived June 30th, 1849, 1080 sperm, 290 whale.
 Nantucket, Benjamin C. Gardner, do., Aug. 17th,
 and arrived Jan. 7th, 1850, 2051 barrels sperm.
 Montano, Uriah Russell, do., Aug. 17th, and arrived
 March 9th, 1849, 294 barrels sperm, 1320 whale.
 Potomac, Oliver C. Swain, do., Sept. 4th, and ar-
 rived May 31st, 1849, 2017 barrels sperm, 26 whale.
 Martha, Henry B. Folger, do., Sept. 21st, and ar-
 rived June 8th, 1849, 1667 barrels sperm, 10 whale.
 Japan, Valentine S. Riddell, do., Sept. 25th, and
 arrived May 2d, 1849, 1199 barrels sperm, 456 whale.
 Edward Cary, Benjamin C. Sayer, do., Oct. 9th,
 and arrived March 28th, 1849, 175 barrels sperm, 2232
 whale.
 Monticello, John M. Folger, do., Oct. 13th, and ar-
 rived May 7th, 1850, 1671 barrels sperm.
 Scotland, Veranus Smith, do., Oct. 31st, and arrived
 Feb. 8th, 1851, 2661 barrels sperm, 223 whale.
 American, Frederick W. Luce, do., Nov. 5th, and
 arrived July 22d, 1849, 1270 barrels sperm, 390 whale.
 Foster, Francis C. Coffin, Indian Ocean, Nov. 18th.
 Condemned at Seychelle Islands.
 Howard, Alexander D. Bunker, Pacific Ocean, Nov.
 29th. Condemned in Sydney.
 Do. & Padlack, Charles B. Swain, 2d, do., Dec. 8th.
 Lost at Perouse's Straits.
 United States, Calvin G. Worth, do., Dec. 8th. Lost
 in Dec., 1849, on Tongataboo.
 Enterprise, Samuel C. Wyer, do., Dec. 28th, and
 arrived Jan. 2d, 1850, 2108 barrels sperm.
 Elizabeth Starbuck, Elijah Parker, do., Dec. 29th.
 Condemned in Monterey.

SHIPS SAILED IN 1846.

Alabama, Benjamin Coggeshall, Pacific Ocean, May
 26, and arrived Sept. 26, 1850, 1420 barrels sperm. Oil
 sold for \$1.25 per gallon.
 Alpha, Joseph W. Folger, do., July 2, and arrived
 April 24, 1850, 1182 barrels sperm, 180 whale.
 Three Brothers, Joseph Mitchell, 2d, do., July 7, and
 arrived July 15, 1851, 1330 barrels sperm, 170 whale.
 Columbia, Joseph C. Chase, do., Aug. 7, and arrived
 June 12, 1850, 1689 barrels sperm, 183 whale.
 Ontario, John Horn, do., July 10, and arrived April
 30, 1850, 1205 barrels sperm, 179 whale.
 Young Hero, Wm. B. Swain, do., July 12, and arrived
 May 17, 1850, 2144 barrels sperm, 166 whale. Capt. was
 sick; left the ship and came home overland.
 Narragansett, John B. Rogers, do., Aug. 9, and ar-
 rived April 1, 1851, 2286 barrels sperm. Sold some on
 the voyage.
 Atlantic, James Coleman, do., Sept. 13, and arrived
 Dec. 2, 1849, 2081 barrels sperm. Sent home 85 barrels.
 Maria, George A. Coffin, do., Sept. 20, and arrived
 June 27, 1850, 896 barrels sperm, 15 whale. Capt. Co-
 fin left the ship in Talcahuano. The ship was brought
 home by Mr. Alley, the second officer.
 Rose, Wm. Miller, do., Nov. 7. Obtained about 900
 barrels of oil, went to California and was sold.
 Susan, Charles B. Ray, do., Nov. 16, and arrived Aug.
 16, 1851, 744 barrels sperm. Sold 120 barrels.
 James Loper, William S. Whippley, do., Dec. 10, and
 arrived May 10, 1851, 1261 barrels sperm, 40 blackfish.
 Napoleon, Stephen B. Gibbs, do., Dec. 31, and arrived
 May 16, 1851, 1809 barrels sperm, 13 blackfish. Capt.
 Gibbs came home sick.
 Hero, Sylvanus Swain, do., Nov. 2. Ship returned
 leaky Nov. 15, was repaired, and sailed again April 2,
 1847.

SHIPS SAILED IN 1847.

Hero, Sylvanus Swain, Pacific Ocean, April 2, and ar-
 rived July 7, 1851, 892 barrels sperm.
 Planter, Isaac B. Hussey, do., July 4, and arrived
 Dec. 7, 1851, 1097 barrels sperm. Capt. Hussey shipped
 on board brig William Penn at Strong's Island, as mas-
 ter, for a whaling cruise, and was killed Nov. 6, 1852,
 by a native, in a mutiny.
 President, Joseph Marshall, do., Sept. 1, and arrived
 Oct. 12, 1850, 1369 barrels sperm, 20 whale. Got ashore
 at Galapagos Islands and came home damaged.
 Constitution, Obed Bunker, do., Sept. 5, and arrived
 April 23, 1852, 555 barrels sperm, 90 whale. Sold and
 sent home about 50 barrels.
 Peru, Consider Fisher, do., Aug. 21, and arrived Dec.
 12, 1850, 750 barrels sperm. Sold on the voyage 60
 blackfish. Sperm oil sold for \$1.38.
 Brig Kirkwood, Charles Alley, do., Oct. 19. Capt.
 Alley died at Panama, and the brig was sold there.
 Henry Clay, Samuel P. Skinner, do., Oct. 27, and ar-
 rived Dec. 23, 1852, 1280 barrels sperm. Ship con-
 demned at Rio Janeiro.
 Barclay, Eben Baker, do., Oct. 29, and arrived Oct.
 15, 1851, 1160 barrels sperm.
 Washington, Stephen Bailey, do., Oct. 30. Con-
 demned at Oahu in 1849.
 Spartan, Cromwell Morseland, do., Oct. 6. This
 ship encountered a gale of wind, losing topmast, boats
 and sails; she returned, refitted, and sailed Nov. 21.
 Arrived June 21, 1851, 868 barrels sperm.
 Rambler, James H. Houghton, do., Dec. 5, and ar-
 rived July 28, 1851, 1837 barrels sperm, 8 blackfish.
 Sold on voyage 125 barrels.
 Mary, William B. Harris, do., Oct. 17, and arrived
 Nov. 17, 1851, 717 barrels sperm, 30 blackfish. Sold on
 voyage 30 sperm.

SHIPS SAILED IN 1848.

Empire, William Upham, Pacific Ocean, do., Jan. 2,
 and arrived June 7, 1852, 1847 barrels sperm.
 Catawba, Obed Swain, 2d, do., April 28, and arrived
 June 17, 1852, 1415 barrels sperm, 29 blackfish.
 Daniel Webster, Henry C. Bunker, do., May 19, and
 arrived May 17, 1852, 230 barrels sperm, 660 whale.
 Henry, Benjamin A. Coleman, do., July 15, and ar-
 rived Aug. 10, 1853, 600 barrels sperm.
 Peruvian, George B. Folger, do., July 16, and arrived
 Aug. 10, 1852, 634 barrels sperm, 70 blackfish. Sold on
 voyage 30 barrels sperm, 40 blackfish.
 Norman, John J. Gardner, do., Aug. 8th. Went to
 California.
 Richard Mitchell, Robert McCleave, do., Aug. 31st,
 and arrived Sept. 9th, 1852, 1745 barrels sperm, 53 wh.
 Nauticon, Charles A. Veeder, do., Sept. 12th, and ar-
 rived Mch. 27th, 1852, 1100 barrels sperm, 144 whale.
 Sold 200 whale on the voyage. Mrs. Veeder and two
 children went to sea in the ship.
 Harvest, William H. Tice, do., Sept. 23d, dismasted
 three days out, returned, and sailed again Oct. 27th,
 and arrived March 20th, 1852, 1446 barrels sperm, 7
 whale. Sold 150 sperm and 50 blackfish on the voyage.
 Phoenix, Perry Winslow, do., Nov. 7th, and arrived
 Feb. 3d, 1853, 1158 barrels sperm, 10 whale.
 Zenas Coffin, Charles G. Arthur, do., Nov. 9th, and
 arrived July 12th, 1853, 478 barrels sperm, 11 whale.
 Capt. Richard Gardner brought the ship home.
 Lexington, David Bunker, 2d, do., Nov. 10th, and ar-
 rived Jan. 22d, 1853, 742 barrels sperm, 229 whale.
 Massachusetts, Seth Nickerson, Jr., do., Nov. 16th, and
 arrived April 22d, 1851, 97 sperm, 2412 sperm. Went to
 San Francisco, and fitted for the Arctic Ocean.
 Charles Carroll, Josiah C. Long, do., Dec. 2d, and
 arrived Dec. 29th, 1852, 1050 sperm, 93 whale. Sold 35
 sperm and 200 whale on the voyage.
 Christopher Mitchell, Thomas Sullivan, do., Dec.
 11th, and arrived Nov. 9th, 1852, 2023 barrels sperm.
 Brig Quito, John Brock, do., May 10th. Sent home
 some sperm oil, went to California, and was sold.
 Schooner Sophia, William Baldwin, do., June 15th,
 sent home some oil, and was sold in San Francisco.

SHIPS SAILED IN 1849.

Mariner, Albert S. Ray, Pacific Ocean, May 20th, re-
 turned in July, captain sick, and mate hurt by falling
 from aloft. Sailed again Aug. 5th, Captain David U.
 Coffin, obtained 837 barrels sperm, and was condemned
 at Payta, and the oil shipped home.
 Omega, Charles C. Russell, do., June 6th, and arrived
 Oct. 3d, 1853, 696 barrels sperm.
 Navigator, George Palmer, do., Aug. 27th, and arrived
 June 19th, 1854, 657 barrels sperm.
 Potomac, Charles Grant, do., Aug. 7th, and arrived
 May 10th, 1853, 1076 barrels sperm, 25 whale.
 Ganges, Thomas Coffin, 2d, do., Sept. 12th, and ar-
 rived July 21st, 1853, 1813 barrels sperm.
 Edward Cary, Roland Phinney, do., Oct. 8th, and
 arrived Nov. 12th, 1853, 1133 barrels sperm, 50 whale.
 Brig Tyleston, Reuben F. Starbuck, Atlantic Ocean,
 April 7th, and arrived July 27th, 1850, 30 sp., 80 wh.
 FOR CALIFORNIA.
 Aurora, Seth M. Swain, Jan. 9th, and arrived at San
 Francisco, July 1st. Finally lost in Oregon.
 Henry Astor, George F. Joy, do., Mch. 12th, and ar-
 rived Sept. 16th. Ship sold at Panama.
 Ship Edward, Shubael Clark, June 5th.
 Montano, Edward C. Austin, May 31st.
 Brig Joseph Butler, Francis F. Gardner, July 1st.
 Sarah Parker, James Codd, July 7th.
 Fanny, Uriah Russell, Aug. 22d, and arrived Feb.
 21st, 1850.
 Martha, Eben M. Hunkley, Oct. 16th.
 George & Martha, Richard Gardner, do., June 3d.
 Manchester, Job Coleman, do., Dec. 6th.
 Japan, Henry Bigelow, July 29th. Sailed from Boston.
 Citizen, Oliver C. Coffin, Dec. 17th, and arrived June
 1st, 1850. Returned and fitted whaling.
 Scotland, Barzillai T. Folger, sailed from Boston,
 Dec. 27th. Put into Rio Janeiro, and Capt. Folger and
 some of the passengers died of fever. Ship condemned.
 Sch Two Brothers, Edwin Baldwin, Aug. 14th. Fit-
 ted from New York.

SHIPS SAILED IN 1850.

Mohawk, Oliver C. Swain, Pacific Ocean, May 20th, and arrived April 20th, 1851, 1890 sperm, 70 whale. Oil sold for \$1.50 per gallon.

Nantucket, Richard C. Gibbs, Pacific Ocean, June 8th, and arrived Aug. 31st, 1851, 1022 sperm, 63 whale. Sent home 769 barrels sperm, 100 whale.

Enterprise, Charles B. Swain, 2d, Arctic Ocean, July 10th, and arrived May 26th, 1851, 674 sperm, 1194 wh. Capt. Swain left the ship, and Capt. Edward McCleave brought her home.

Atlantic, Zenas M. Coleman, Pacific Ocean, June 27th, and arrived Nov. 10th, 1853, 1330 barrels sperm.

American, Frederick W. Luce, do., Aug. 15th, and arrived July 16th, 1853, 906 barrels sperm, 22 whale.

Ontario, Obed Cathcart, do., Sept. 12th. Condemned at Callao. 700 barrels sperm.

Maria, David Baker, do., Sept. 15th. Condemned at Rio Janeiro, Sept. 15th, 1326 barrels sperm, 30 whale.

Apphia Maria, Hiram Folger, do., July 25th, and arrived March 24th, 1854, 840 barrels sperm, 262 whale.

Alpha, Joseph Congdon, do., Aug. 17th, and arrived July 25th, 1854, 1627 barrels sperm.

Monticello, John M. Folger, do., Sept. 10th, and arrived Sept. 6th, 1853, 604 barrels sperm, 1004 whale. Sold 80 barrels whale on the voyage.

Columbia, William Cash, Arctic Ocean, Oct. 3d, and arrived May 23rd, 1854, 1634 whale. Sent home oil and bone worth \$22,000.

Young Hero, Samuel C. Wyer, Pacific Ocean, Nov. 4th, and arrived June 27th, 1855, 1275 sperm. Sent home 45 sperm.

Paragon, Thomas Nelson, do., Nov. 22d. Lost Mch. 20th, 1853, on a reef on Strong's Island.

Brig Tyleston, Shadrach Gifford, Atlantic Ocean, Sept. 2d, and arrived May 4th, 1851, 22 barrels sperm. Edward Narbeth, mate, died on the voyage.

FOR CALIFORNIA.

John Adams, Shubael Worth, Jan. 13th.

Kranklin, William B. Swain, March 31st.

Schooner Exact, Edward H. Morton, May 2d.

Bark Oregon, Seth M. Swain, Nov. 14th.

SHIPS SAILED IN 1851.

Peru, Charles E. Starbuck, Pacific Ocean, May 16th, and arrived May 31st, 1855, 664 barrels sperm. Sent home 1080 barrels sperm; sold 200 barrels blackfish.

President, William C. Folger, 2d, do., May 21st, and arrived May 23d, 1855, 680 barrels sperm, 50 whale.

Alabama, Benjamin Coggeshall, do., June 10th, and arrived Jan. 24th, 1855, 1794 barrels sperm. Capt. Coggeshall left the ship—arrived home Nov. 11th, and died Nov., 1854.

Naragansett, James Coleman, do., July 6th, and arrived May 31st, 1855, 1757 barrels sperm.

Napoleon, William M. Holley, do., July 13th, and arrived July 20th, 1854, 492 barrels sperm, 1263 whale.

Edward, Edward P. Mosher, Arctic Sea, July 23d, and arrived July 26th, 1854. Capt. Mosher obtained some oil, went to Sydney and sold the oil. Capt. E. C. Austin brought the ship home.

James Loper, William S. Whipple, do., Sept. 6th, and arrived April 9th, 1855, 15 barrels sperm, 1559 whale. Sent home 400 sperm, 800 whale.

Massachusetts, Seth Nickerson, do., Sept. 20th, and arrived Mch. 12th, 1853, 276 barrels sperm, 2585 whale.

Rambler, John Porter, Pacific Ocean, Oct. 23d. Condemned at Navigator Islands.

Three Brothers, Joseph Adams, Arctic Ocean, Oct. 14th, and arrived Mch. 17th, 1854, 18½ barrels sperm, 2285 whale. Sent home 1050 whale, 100 sperm and 25,000 pounds bone.

Hero, Joseph McCleave, do., Nov. 1st, and arrived May 30th, 1855, 810 sperm, 23 whale.

Citizen, Richard C. Bailey, do., Oct. 18th, and arrived June 27th, 1855, 51 barrels sperm, 891 whale.

Norman, Joseph C. Chase, Pacific Ocean, Oct. 21st, and arrived Aug. 4th, 1855, 1180 sperm, 20 whale.

Susan, Veranus Smith, do., Dec. 5th. Lost going to Arctic Ocean off Company Island, April 26th, 1853.

Spartan, James Wyer, do., Oct. 24th, and arrived Nov. 14th, 1853, 630 barrels sperm, 1570 whale. Bought her whale oil at Navigator Islands, of ship York.

Sch. Palmyra, Benjamin Raymond, Atlantic Ocean, July 5th, and arrived Aug. 10th, 1852, 67 barrels sperm. Sent home 30 barrels.

Sch. Oneco, Peter C. Raymond, do., May 10th, and arrived Oct. 15th, 1851, 89 barrels sperm.

Brig Tyleston, Edward Swain, do., June 18th, and arrived Dec. 29th, 1852, 144 barrels sperm, 54 whale.

SHIPS SAILED IN 1853.

Lexington, Peter C. Brock, Pacific & Atlantic Oceans, May 21st, and arrived June 25th, 1856, 310 barrels sperm, 1037 whale. Sold 20 barrels on the voyage.

Phoenix, Israel Morey, Pacific and Arctic Oceans, July 19th, and arrived May 13th, 1856, 72 barrels sperm, 976 whale. Sent home 90 sperm and 1000 whale.

Massachusetts, Horace Nickerson, Arctic Ocean, Aug. 16th, and arrived June 20th, 1856, 30 barrels sperm, 1500 whale.

Harvest, Benjamin F. Riddell, Pacific Ocean, August 9th, and arrived Nov. 10th, 1857, 495 barrels sperm, 770 whale. Sent home 450 whale, 100 sperm.

Potomac, Enoch Ackley, Pacific Ocean, Oct. 27th, and arrived July 9th, 1857, 875 barrels sperm. Sent home 800 barrels sperm. Finally sold to government, and sunk at mouth of Charleston harbor during the war.

Zenas Coffin, J. B. Rose, Arctic Ocean, Nov. 17th, and arrived Feb. 21st, 1857, 2315 barrels whale. Sent home 60 sperm, and \$15,000 worth whale oil and bone.

Henry, David Bunker, 2d, Pacific Ocean, Oct. 18th. Sent home 409 barrels sperm, and condemned.

Ganges, John B. Nickerson, Pacific Ocean, Oct. 19th. Sent home 249 barrels sperm, and condemned at Sydney.

Monticello, Eben Baker, do., Nov. 15th, and arrived Jan. 15th, 1857, 1182 barrels sperm.

Omega, William T. Hawes, Arctic, Dec. 8th, and arrived May 7th, 1857, 100 barrels sperm, 1900 whale.

Schooner Hamilton, James McGuire, Atlantic Ocean, April 8th, and arrived May 20th, 20 whale, 25 blackfish.

Wm. P. Dolliver, David Patterson, do., April 19th, and arrived June 5th, 23 humpback.

Hamilton, James McGuire, do., June 1st, and arrived June 35th, 34 blackfish.

Game Cock, William Patterson, do., June 20th, and arrived July 18th, clean.

Wm. P. Dolliver, David Patterson, do., June 13th, and arrived July 25th, 29½ barrels humpback.

Hamilton, James McGuire, do., July 5th, and arrived July 29th, 4 barrels blackfish.

Game Cock, William Patterson, do., July 19th, and returned 24th, in consequence of the death of Mr. John Hall.

Wm. P. Dolliver, David Patterson, do., Aug. 3d, and arrived 26th, 105 barrels humpback.

Hamilton, James McGuire, do., Aug. 4th, and arrived Aug. 27th, 18 barrels humpback.

Oneco, Alexander Brown, do., Aug. 4th, and arrived Sept. 6th.

Hamilton, James McGuire, do., Aug. 30th, and arrived Sept. 15th, clean.

Wm. P. Dolliver, David Patterson, do., Aug. 31st, and arrived Sept. 21st, 23 barrels humpback.

Brig Tyleston, William H. Tice, Pacific Ocean, Oct. 30th. Got as far as Cape Horn, had gales of wind, returned to Fernambuco, and was condemned. No oil.

SHIPS SAILED IN 1854.

Atlantic, Zenas M. Coleman, Pacific Ocean, June 13th, and arrived April 17th, 1855, 1038 barrels sperm. Sent home 260 barrels sperm, and sold 10 barrels.

Edward Cary, Perry Winslow, do., May 22d, and arrived Aug. 8th, 1855, 665 barrels sperm. Sent home 570 sperm.

Spartan, Elihu F. Turner, do., July 3d, and arrived June 21st, 1853, 1600 barrels sperm.

Three Brothers, Charles E. Cleaveland, do., July 10th, and arrived April 20th, 1859, 6090 barrels whale. Largest cargo whale oil ever brought home.

Mohawk, Charles Grant, do., Aug. 14th, and arrived Aug. 23d, 1853, 1746 barrels sperm.

Columbia, Hiram Folger, do., Dec. 9th, and arrived May 24th, 1859, 600 barrels sperm, 200 whale.

Enterprise, John Brown, Arctic Ocean, Dec. 16th, and arrived May 5th, 1858, 213 barrels sperm, 1445 wh.

Schooners Hamilton, Hiram Bailey, North Atlantic Ocean April 25th, and arrived July 26th, 1854, 136 barrels blackfish.

Wm. P. Dolliver, Nathan Manter, April 26th, and arrived June 26th, 18 barrels sperm 97 blackfish.

Palmyra, Benjamin Raymond, May 11th, and arrived Aug. 7th, 1855, 100 barrels sperm, 22 whale.

William P. Dolliver, Hiram Bailey, Atlantic Ocean, Dec. 17th, and arrived ———, 32 barrels sperm, 284 humpback.

Ship Manchester, Alexander H. Coffin, California, April 7th, lost on Terra del Fuego. Captain's wife and most of the crew drowned; the captain and all who were saved, with the exception of the captain's son and one sailor, were killed by the natives.

SHIPS SAILED IN 1855.

Apphia Maria, Charles H. Chase, Pacific Ocean May 23d, and was condemned in Valparaiso, March 1859.

Nantucket, Richard C. Gibbs, do., June 14th, and was lost on Nashawena Island on her return, in 1859, with 736 barrels sperm, 794 whale oil on board.

Alabama, Thomas Coffin, 2d, June 27th, sprang a leak and returned in 66 days. Sailed again Sept. 24th, and arrived Sept. 28th, 1859, 1151 barrels sperm, and sent home 54 sperm.

Alpha, William H. Caswell, do., July 9th, and arrived July 29th, 1859, 1281 barrels sperm.

Ocean Rover, Charles A. Veeder, do., July 11th, and arrived Oct. 26th, 1858, 1721 barrels sperm.

James Loper, Obed Ramsdell, do., Sept. 18th, and arrived Aug. 14th, 1860, 928 barrels sperm, 64 whale.

Norman, Charles C. Ray, do., Oct. 16th, and arrived May 12th, 1860, 975 barrels sperm.

Citizen, William Cash, do., Oct. 29th, and arrived July 4th, 1859, 2012 barrels sperm, 130 whale.

Peru, Frederick A. Easton, do., Oct. 4th, and arrived Aug. 1st, 1859, 540 barrels sperm, 51 whale.

Young Hero, Valentine C. Long, do., Oct. 8th. Burnt at Sandwich Islands in 1858.

Naragansett, George W. Gardner, do., Nov. 22d, and arrived May 20th, 1860, 837 barrels sperm.

SHIPS SAILED IN 1856.

Mary, John C. Brock, Pacific Ocean, Sept. 9th, and arrived April 29th, 1861, 1170 barrels sperm.

Phenix, J. Hinkley, Pacific and Arctic Oceans, Oct. 19th. Totally lost in Ochotsk Sea.

Lexington, James Fisher, Pacific Ocean, Sept. 19th. Lost on Strong's Island in 1859. Saved 100 barrels wh.

Islander, Charles E. Starbuck, do., Aug. 19th, and arrived June 9th, 1861, 800 barrels sperm oil.

Sea Ranger, Henry W. Davis, do., Sept. 16th, and arrived Oct. 14th, 1860, 1713 sperm 51 whale.

Hero, William Holley, do., Oct. 11th, and arrived July 11th, 1860, 1150 barrels sperm, 250 whale.

Massachusetts, Thomas Chatfield, do., Sept. 26th. Sold in San Francisco.

Brig Homer, James L. Fisher, Atlantic Ocean, Nov. 20th, and arrived Sept. 9th, 1857, 77 sperm, 54 whale.

Schooners Wm. P. Dolliver, James McGuire, do., June 24th, and arrived Aug. 15th, 55 humpback.

Hamilton, David Patterson, do., July 21st, and arrived Aug. —, 40 humpback.

Wm. P. Dolliver, James McGuire, do., Aug. 20th, and arrived Aug. 25th, clean.

Watchman, Charles W. Hussey, do., Sept. 22d, and arrived Aug. 26th, 1858, 41 sperm, 256 whale. Sent home 130 whale, and obtained 4 barrels ambergris, which sold for \$10,000.

Wm. P. Dolliver, James Russell, do., Oct. 30th, and arrived Oct. 20th, 1857, 20 barrels sperm. Sent home 66 whale.

SHIPS SAILED IN 1857.

Nautilus, Edwin M. Hardwick, Indian Ocean, June 22d. Lost at Port Dauphin.

Constitution, Joseph Winslow, Pacific Ocean, Sept. 18th, and arrived July 1st, 1863, 1600 barrels sperm.

Catawba, Israel Morey, Desolation Island, Sept. 3d, and arrived April 9th, 1859, 24 barrels sperm, 2827 elephant oil.

Schooner Eliza Jane, William T. Swain, do., tender to Catawba, sailed for Desolation, Aug. 15th.

SHIPS SAILED IN 1858.

Atlantic, Zenas M. Coleman, Pacific Ocean, Aug. 2d, and arrived Aug. 23d, 1862, 1316 barrels sperm.

Spartan, Obed R. Bunker, do., Oct. 7th, and arrived Aug. 23d, 1862, 643 barrels sperm, 557 whale.

Edward Cary, Francis M. Gardner, do., October 20th. Sold in San Francisco. Afterwards fitted for a whaler, and burned by the rebel privateer Shenandoah.

Brig Homer, George Haggerty, Desolation, July 6th, and arrived Oct. 4th, 1859, 325 barrels elephant oil.

Schooners Key West, James McGuire, Shoals, July 7th, and arrived July 25th, 14 humpback.

Watchman, Charles W. Hussey, Atlantic Ocean, Oct. 13th, and arrived July 7th, 1859, 563 barrels whale.

SHIPS SAILED IN 1859.

Ocean Rover, John B. Thompson, Havana, Mch. 27th. Sent home 100 barrels sperm. Sold to Spanish Government.

Mohawk, George H. Swain, Pacific Ocean, May 12th, and arrived June 29th, 1863, 900 barrels sperm.

Catawba, Benjamin F. Riddell, Rio Janeiro, July 14th, and arrived Aug. 31st, 1859. Sold in New York.

Peru, Elihu F. Turner, Pacific Ocean, Sept. 25th, and arrived May 7, 1863, 1360 barrels sperm, 12 blackfish.

Schooner Watchman, Charles W. Hussey, Atlantic Ocean, Sept. 6th, and arrived Sept. 23d, 1860, 65 barrels sperm, 430 whale.

Three Brothers, Calvin Swain, Pacific Ocean, Dec. 6th, and arrived April 2d, 1865, 925 barrels sperm, 250 whale.

SHIPS SAILED IN 1860.

Columbia, Joseph Abbott, Pacific Ocean, April 30th. Ship was condemned at Upola. Capt. Abbott died at sea Sept. 5th, 1861.

Alpha, William H. Caswell, do., April 26th. Obtained 1000 barrels sperm. Went to San Francisco and was sold there.

Alabama, Alfred M. Coffin, do., May 6th. Sent home 4000 gallons sperm. Ship lost on Chatham Island.

Norman, Richard C. Gibbs, do., Aug. 20th, and arrived May 3d, 1865, 1200 barrels sperm.

Hero, Edward B. Hussey, do., Sept. 19th. Lost in Algon Bay.

Zenas Coffin, Benj. F. Riddell, Nov. 23d. Fitted from New York for Aspinwall.

SHIPS SAILED IN 1861.

Schooner Samuel Chase, James McGuire, Shoals, 5 trips, 125 barrels humpback.

SHIPS SAILED IN 1862.

R. L. Barstow, Charles W. Hussey, Atlantic Ocean, May 6th, and arrived July 25th, 1865, 360 barrels sperm, 556 whale.

Islander, William Cash, Pacific Ocean, June 13th, and arrived July 13th, 1865, 2400 barrels sperm, 560 whale.

Schooner Rainbow, James McGuire, Atlantic Ocean, —, and arrived July 3d, 35 barrels sperm, 56 whale; Rainbow, Robert F. Kent, do., Nov. 17th, and arrived June 23d, 1863, 29 barrels sperm.

SHIPS SAILED IN 1863.

No ship sailed this year.

SHIPS SAILED IN 1864.

Schooner Rainbow, Zenas M. Coleman, Atlantic Ocean, May 4th, and arrived Sept. 12, 80 barrels sperm, 20 whale.

SHIPS SAILED IN 1865.

Schooner Eunice H. Adams, Zenas M. Coleman, Atlantic Ocean, April 18th, and arrived Sept. 30th, 230 barrels sperm.

R. L. Barstow, Charles W. Hussey, Atlantic and Indian Oceans, Nov. 19th, and arrived Sept. 20th, 1868, 400 barrels sperm, 400 whale.

SHIPS SAILED IN 1866.

Amy, Joseph Winslow, Pacific Ocean, May 30th, and arrived May 16th, 1870, 1350 barrels sperm, 50 wh.

Schooner Eunice H. Adams, Zenas M. Coleman, Atlantic and Indian Oceans, May 8th, and arrived Sept. 27th, 1868, 203 barrels sperm. Lost mate, James H. Bunker.

Martha Wrightington, Elihu F. Turner, Pacific Ocean, July 2d. Sold at Talcahuano.

B. Coolord, Edward McCleave, Pacific Ocean, Nov. 6th. Sold at Talcahuano.

SHIPS SAILED IN 1867.

Oak, Joshua T. Chadwick, Atlantic Ocean, June 6th, and arrived Sept. 9th, 1869, 570 barrels sperm, 15 blackfish.

Abby Bradford, John Murray, Atlantic Ocean, April 30th, and arrived Aug. 31st, 1868, 451 barrels sperm, 8 blackfish.

Brig E. H. Adams, Zenas M. Coleman, Atlantic Ocean, May 6th, and arrived Sept. 25th, 1868, 170 barrels sperm.

SHIPS SAILED IN 1868.

Bohio, Henry W. Davis, Pacific Ocean, July 12th. Sold at Valparaiso.

R. L. Barstow, William Jernegan, do., Dec. 19th. Sold at Callao.

SHIPS SAILED IN 1869.

Brig Eunice H. Adams, Zenas M. Coleman, Atlantic Ocean, Moh. 31st, and arrived June 14th, 1870, 550 barrels sperm, 10 blackfish.

Schooner Abby Bradford, John Murray, do., May 10th, and arrived Oct. 24th, 500 barrels sperm.

Oak, William B. Thompson, Pacific Ocean, Nov. 16th. Sold at Panama. The last Nantucket whaler.

A LIST OF VESSELS
Wrecked On or Near Nantucket
SINCE THE SETTLEMENT OF THE ISLAND,
 —AND—
The Incidents Connected Therewith.

COMPILED BY ARTHUR H. GARDNER.

[It is not claimed that this list is entirely perfect, although no pains have been spared to render it as nearly so as possible, and any corrections or additions are respectfully solicited. To all who have in any way assisted in its perfection, either by the loan of newspapers, old records or otherwise, we tender our sincere thanks. The record previous to 1800, and more especially that part of it embraced within the first century of the island's settlement, is necessarily very meagre, but when we take into consideration the fact that in those early days, when the country was but sparsely populated, and the chief dependence of the settlers lay in their own agricultural productions, but little maritime commerce was carried on, and that mostly in open boats, it will be seen that a wreck on our island must have been an almost unheard-of occurrence, and therefore the list is not so incomplete as it might at first sight appear.]

1664.

During this year, a ship was wrecked on the island, and several of the passengers were killed by the Indians; among those murdered, was Joel, son of the Christian Indian, Hiacommes.

1678.

September —, a French ship, Capt. Bernard Lamoun, with a cargo of hides, was wrecked on Nantucket Shoals. This wreck was the occasion of considerable acrimony among the early settlers.

Another vessel was lost on the island about the same time.

1691.

May —, Brigantine "Dolphin" was wrecked on this island.

1692.

During this year, a vessel was lost on Nantucket Shoals and two passengers drowned.

1704.

November —, some horses, barrels, and lumber came ashore, apparently from some wreck.

1724.

March 5th, a brigantine, Capt. Foster, from Surinam, was lost on this island.

1744.

October 30th, a small sloop from Nantucket for the mainland, with eight people on board, was lost on Horse Shoe Shoal, and all probably perished, viz: David Folger, master and owner, his son, Richard Swain, and another white man, two Indian men, a squaw and a papoose.

1746.

During this year a large sloop, Capt. Langstaff, bound from Boston to Philadelphia, drove ashore high and dry.

1756.

January 1st, a vessel, Capt. Paddock, of and for Boston, from North Carolina, was wrecked on or near the island.

1760.

December —, a sloop of 80 or 90 tons, from North Carolina to Boston, was stranded on the Bar and abandoned.

1761.

December 6th, a sloop with a cargo of flour came ashore on Sandy Point.* One of the crew, a boy 16 years of age, perished with cold. The vessel and cargo were totally lost.

1766.

October —, a vessel, Capt. Pinkham, was burned while trying out.

December 29th, a schooner, Capt. Simms, from Martinico, was wrecked on Sandy Point.*

1770.

January —, a vessel, Capt. Child, from Maryland to Boston, with a cargo of wheat, was wrecked on the island. The vessel was totally lost and the cargo badly damaged.

November —, a sloop from the Vineyard, Capt. Ephraim Pease, was wrecked on the island.

1771.

December 6th, sloop "Paoli," Delap, of Halifax, was wrecked on this island; the captain, mate, and one passenger were drowned. In the old Gardner burying ground are still standing two tombstones erected to the memory of the captain and mate, bearing the following inscription:

Here lies buried Mr. Amos Otis of Barnstable Son of Solomon Otis Esqr. & Mrs. Jane his wife he was cast a shore on Nantucket December ye 6th 1771 & perished in ye Snowstorm there Aged 34 years 5 Months & 11 days	Here lies buried Capt. Thomas Delap of Barnstable Son of Mr. James Delap & Mrs. Mary his wife he was cast a shore on Nantucket December ye 6th 1771 & perished in ye Snowstorm There Aged 26 years 7 Months & 11 days
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1774.

January —, a brigantine from the West Indies for Newburyport was wrecked on the island; two men were frozen.

June 10th, schooner "Lowden," Capt. Peleg Swain, and sloop "Rochester," Capt. David Squires, left the island in company, bound on a whaling voyage to the coast of Africa, but soon afterwards struck on Great Rip, about fifteen miles from Sankaty Head. A boat's crew from the sloop attempted to carry out an anchor, with a faint hope that they might be able to get the vessel off the shoal, but the sea ran so high they were compelled to drop the anchor under the bows. The boat was carried over the shoal, and not being able to regain the sloop, made the best of their way to the shore, came round the point and landed in the harbor. A vessel was immediately sent to the relief of those in peril, but returned next day without having made any discoveries. There was some hope that the remaining crews might be saved, accordingly a large number of the inhabitants patrolled the shore and kept a constant lookout. The quarter-deck of the sloop separated from the vessel nearly whole. The crew, thirteen in number, got upon it, and endeavored to gain the shore. Their only provisions consisted of about three-quarters of a barrel of flour and a jug of rum. By daylight, they succeeded in reaching the Southeast part of the island, whence they travelled to Siasconset. The crew of the schooner did not fare so

*Great Point was originally called "Sandy Point," and is so laid down on old charts.

well. Their boats being dashed to pieces, they made a raft of spars, and without provisions of any kind, with paddles and pieces of board attempted to gain the shore. In the evening of the same day on which the other crew landed, they got within a short distance of Siasconset. The tide was sweeping them by undiscovered by the people of the village. They then hallooed with their united voices many times, and were at length heard and responded to. A boat was immediately sent off, which took them from their perilous situation, and brought them ashore, exhausted with fatigue and hunger. But for the fine weather, they must inevitably have perished. Both vessels were totally lost.

October —, two whaling vessels were lost on Nantucket Shoals; crews saved.

1777.

November —, an open vessel, with a cargo of lumber, was wrecked on one of the small islands near Nantucket in a severe storm. Three men, two white women and one negro woman (six in all,) perished. Two men were taken from the wreck thirty-six hours after the storm, and carried to Nantucket by some Indians.

1782.

January 1st, a whaleboat containing seven men, who were going on board a brig anchored at the back of the bar, to spend New Year's Day, was upset in attempting to cross the Bar, and all the occupants were drowned.

1784.

July —, a vessel, bound from Tobago, W. I., to Boston, Capt. Canady, was wrecked at the back of Nantucket. Nothing saved.

1793.

October 17th, ship "Sally," Daniel Richards, of Haverhill, was wrecked on the southwest side of the island.

November —, a sloop belonging in Provincetown, Capt. Simmons, from Passamaquoddy, to Providence, with a cargo of fish, grindstones and oil, went ashore on Sandy Point.

1794.

February 2d, sloop "Good Intent," Briggs, of Newport, was lost on Smith's Point Island.

1795.

November 25th, a vessel commanded by James Scott, was lost on Coatue.

At the same time as above, a sloop, Capt. Dunham, was lost on the north side of the island.

1796.

December —, ship "Julian," Capt. Ingraham, from Charleston, S. C., to Boston, was lost on this island.

1798.

We find from an old record that "the winter of 1788-9 set in cold and blustering early, accompanied by a number of storms, in which many have suffered shipwreck, and two strangers were cast ashore at the back of Great Point."

August 14th, brig "Sally," Rutherford, of and for Newburyport, with a cargo of coal, was lost at Low Beach.

1799.

March 25th, ship "Brothers," which sailed from this port in the afternoon, grounded on the Bar, and remained there until 2 o'clock next morning, when she got off and sailed for Woods Hole, thence to New York.

December 3d, a schooner from Boston to Baltimore, struck on Tuckernuck Shoal, and lost her rudder, one cable and anchor. She drove from thence on to the Bar, and finally went ashore in the Chord of the Bay, on the inside of Great Point. Her cargo was discharged and she was got off the 29th of the same month.

1800.

February 28th, a schooner bound from Martinique to Old York, got among the shoals to the eastward of the island in a severe storm of snow, wind and rain. She lost her large cable and anchor, carried away her foremast, and drifted about with wind and tide, but finally got out of her perilous position, and came in here for repairs.

October 18th, a ship from Bombay to Boston, Capt. Hall, with a cargo of spice, bales of cotton and cotton cloth, was driven ashore on Smith's Point Island in a severe storm of wind and rain. The cargo was about all saved, and the vessel was subsequently sold at auction for \$780.

November —, ship "Charles" was lost on Muskeget.

December 1st, (or thereabout,) a schooner from Georgia, loaded with live oak, was cast away at the back of Great Point. No lives were lost; the vessel and cargo were subsequently sold at auction for \$92. Most of the cargo was saved.

1801.

February 14th, ship "Portland," John Dicks master, of and for Portland, from Havana, with a cargo of four hundred hogsheads of molasses, went ashore near Smith's Point, for want of a pilot. Her cargo was discharged into lighters, and the vessel probably went to pieces.

April 10th, a sloop from Boston to Philadelphia, Abraham Hodge, master, with a cargo of rum, gin, soap, &c., was run ashore near Sankaty Head, with the loss of the captain, who was swept off the bowsprit, while handling the jib. When run ashore, the vessel was half full of water, and afterwards went to pieces. Only twenty boxes of soap were saved from the cargo.

Same day, a schooner from Boston to the West Indies, loaded with provisions and lumber, went ashore in the Chord of the Bay, but probably got off again.

Do., do., a schooner, from Boston to New York, with one hundred and twenty Frenchmen on board, drove inside the Bar near Eel Point, thumped some, but sustained no damage. The above mentioned vessels left Boston the day before the storm, in company with upwards of fifty sail.

1802.

August —, brig "Mary," from Boston to New York, was lost on Tuckernuck Shoals.

December —, a schooner, loaded with tar and cotton, was cast ashore on Smith's Point.

1803.

January —, a large brig, from Turk's Island, belonging in Portsmouth, having on board a cargo of 6666 bushels of salt, was cast away at the west end of the island near Hither Creek. The mate, in attempting to get ashore, was swept off and drowned. The cargo was lost and the vessel became a total wreck, and was sold at vendu, for \$120.

Same month, ship "Semiramis," from the East Indies to New York, with a valuable cargo, was lost on Long Shoal.

February 4th, the New Bedford packet, "Aurora," in coming in over the Bar, struck and bilged. The crew and passengers came ashore safely in their boat. The vessel was stripped of sails, rigging, cables, anchors, &c., and sold at auction as she lay on the Bar, for \$158. An unsuccessful attempt was made by the purchasers, on the 8th, to raise her by lashing two vessels down to her at low tide. On the 11th, she drove from the Bar towards Brant Point in a gale from the north, and went to pieces.

October 31st, a schooner brig, from New York to Bristol, was driven ashore near the mouth of the Creeks, during a heavy N. N. E. gale.

1804.

January 7th, brig "Fame," Capt. James Pitts, from Boston to Norfolk, loaded with rum, fish, candles, shoes, cheese, &c., went ashore on the inside of Great Point, and bilged. The cargo was considerably damaged, and the vessel was subsequently sold at auction for \$100.

January 18th, a schooner belonging to Cape Cod, Capt. Sears, from Alexandria to Boston, with a cargo of flour and raisins, went ashore at Smith's Point and filled with water. The crew got ashore with difficulty, all of them being frostbitten. The cargo was saved and brought to town; the vessel was sold at vendu for \$41.

April —, brig "Joanna," Brown, of Gloucester, went ashore on Great Point, but was subsequently gotten off.

November 12th, a brig belonging to and for Portsmouth, from Martinico, Capt. Doane, with a cargo of sugar and molasses, went ashore at Low Beach. She had met with bad weather on this coast, sprung a leak and had her sails blown away, and the crew were completely beat out. Only about forty hogsheads of molasses were saved. The vessel went to pieces, and the remainder of the cargo was lost.

[In addition to the above vessels, a number of others were cast away during the winter, the particulars of which the writer has been unable to learn.]

1805.

February 10th, an hermaphrodite brig from Surinam, Capt. Lee, with a cargo of molasses, came ashore at the east side of the island. The cargo was principally saved and sold at vendu, bringing from 48 to 67 cts per gallon. The vessel beat up to high water mark, and was sold for \$278.

1806.

January 28th, a schooner, having on board 680 barrels of flour, was driven from her anchorage at Chatham in a gale and grounded on Point Rip. The crew who were on shore at the time of her breaking adrift were unable to get to her by reason of the gale. She remained there just a week, then floated off and went to sea. 170 barrels of flour in all were saved.

March 24th, sloop "Julian," Capt. Reuben Ramsdell, bound to Boston with a cargo of oil and candles was cast away on Great Point in a heavy gale of wind accompanied by snow. The crew and cargo were saved. Two other vessels went ashore at the same time. A brig from Virginia to Boston, with a load of coal, anchored about seven miles N. E. from the Point, cut away both masts and rode out the gale in safety, but was soon missing. Considerable damage was done to the shipping in this port. Several vessels sunk, and many were otherwise injured. Ship "Fame," which had just arrived from a Cape Horn voyage, drove ashore to the southward of South Wharf.

August 24th, ship "Olive," from New York, with a cargo of coffee, sugar, cocoa and oil, lying at the Bar, drifted over during the night and bilged. The greater part of the cargo was damaged by water. The ship was subsequently sold for \$234.

1807.

November —, whaleship "Cato," of this port, Solomon Folger, master, got on the north end of Great Rip. With great difficulty and expense, she was brought to the Bar, where her cargo was discharged. The ship subsequently went to pieces.

1808.

March —, brig "Thomas & Mary," from Norfolk to Boston, with a cargo of flour and tobacco, went ashore on Great Point.

1809.

January 15th, a schooner pilot boat came ashore at Low Beach.

1810.

February 9th, a brig, Capt. Calvin Bunker, from Cape D'Verde, with a cargo of salt, grounded on the Bar. She floated with the tide with loss of rudder and boat. The wind blowing very heavy from the northward forced her by Brant Point and into the harbor.

March 5th, schooner "Susan," Capt. George G. Hussey, which left this port for St. Bartholomew the day before, was wrecked on or near the South Shoals, and all on board perished. The wreck was fallen in with two days later with masts, boat and deck gone, and flour, sperm candles, &c., floating on the water, and seven boxes of candles picked up.

1811.

February 23d, schooner "Caroline," from North Carolina to Plymouth, loaded with tar, ran ashore at the south side of the island, near the Hummock Pond, in distress, having lost cables, anchors and boats at Low Beach two days before. They were out of water, had but very little provisions of any kind, and were leaking badly; and added to this the weather was very cold. She went ashore about sunset. People from town immediately went to their relief; they found the water breaking all over the vessel, and the crew in the shrouds. She lay so far from the shore that they could not be relieved until two men were sent to town for a coil of rigging. They were gone four hours, and in the meantime one of the crew fell into the sea and was drowned. The rest, by means of the rope, were hauled ashore, almost lifeless with cold, hunger and thirst, and were comfortably provided for. The cargo was mostly discharged, and the vessel sold at auction as she lay on the beach for \$40; also sails and rigging, and fifty barrels of tar @ \$2.25.

March 6th, brig "Ocean," Capt. Samuel Gelston, from Rio Janeiro, with a cargo of hides and honey, came round Great Point with a N. E. wind which soon increased to a heavy gale, accompanied by a smothering snow. At 1 P. M. she went ashore on the back side of Coatue in the Chord of the Bay. She had had an unexpectedly long passage, and their provisions were nearly exhausted. The vessel and cargo were probably saved.

December 24th, a small sloop from Connecticut, bound to Chatham, with a load of provisions and wood, went ashore in the Chord of the Bay. The crew and one woman passenger landed in their boat, and continued on the beach and under the boat until noon next day, when they were brought to town in a suffering condition, by a boat that went up, notwithstanding the weather was very cold. The vessel bilged.

Same time, a large sloop of 90 tons burthen, from Portland to Boston, loaded with cord wood, was driven ashore on Smith's Point Island and bilged. She was subsequently sold with 30 cords of wood to the inhabitants of Tuckernuck for \$54.

1812.

January 18th, a large ship from Lisbon, bound to Boston, in ballast, went ashore on Muskeget and bilged.

February 9th, the mail packet was driven on to the flats by the ice, but eventually got off, came in by Brant Point, and got under way again the next morning at sunrise.

December —, a sloop from Connecticut for Chatham, with provisions, &c., was wrecked in the Chord of the Bay.

December 21st, in the morning, a vessel, which afterwards proved to be the English ship "Queen," then a prize to the American privateer General Armstrong, of New York, was seen to sink off Bass Rip from Siasconset, with all on board. Two vessels went out to her from town, but could render no assistance, as she lay with her foretop just above water. On the 4th of January following, the wrecked ship came ashore in sections at Nobadeer, and her cargo of assorted merchandise was strewn along the shore from Siasconset to Miacomet Pond. The shore was immediately lined with hundreds of people, who labored day and night to save the property, but with no regard for order, each one helping himself to whatever he could lay hold of, as there was no agent appeared. Carts plied all night between the shore and town, and fires and lanterns were kept burning on the beach. The goods consisted of hundreds of hogsheads of bottled porter, cheese, hams, ready-made clothing, duck, hats, sour krout, &c., a large number of bales, trunks and boxes of costly goods, &c., &c. The value of the goods was variously estimated at from \$10,000 to \$40,000, but what became of them all, does not now appear, as they were carted off in the manner described and secreted; there are, however, sundry articles which came from the Queen in existence upon the island to this day, preserved as souvenirs. At the time of her capture the Queen was bound on a voyage from England to Demarara, with an invoice of £100,000, and was taken by the privateer after an action in which several were killed and wounded. The privateer took out about \$50,000 or \$60,000 worth of watches, jewelry, &c. The ship was 400 tons burthen, coppered and bolted with copper. Agents for John Barnard, master of the privateer, came here after the goods, but were unable to find many of them. Lawsuits and trouble ensued not only with the agents, but among the people themselves, who charged each other with stealing rescued goods, until, to use the language of one who chronicles the incident, "it would have been better for the morals of all concerned had the vessel remained until this day where she first sunk — back of Bass Rip." Dead bodies from the Queen were washed ashore from time to time the following month, and men were engaged all summer saving such part of the cargo as had sunk back of the surf, as pig iron, large boiler guns, grindstones, white lead, cutlery, &c. They employed an Oyhee man, who dove to bottom and slung the articles with ropes; by means of a capstan they were then hove ashore.

1813.

January —, prize ship "Sir Sidney Smith" struck on some of the shoals off Siasconset and soon after went to pieces. All on board perished in sight of the people on shore, who were unable to render them any assistance. The crew took refuge in the shrouds, and some were observed to fall off into the sea from time to time as their strength gave out or they became numbed with cold until the vessel went to pieces. The mail packet, with a crew of volunteers, started to go to their relief, but was compelled to put back on account of the weather.

January 6th, a brig was discovered aground on Round Shoal with a signal of distress flying. A sloop started to her assistance, but the vessel got off before she reached her.

January 7th, a schooner was seen sunk on Long Shoal by the mail packet. The men were taken off by another vessel.

April 7th, brig "London Packet," a prize to the American privateer Paul Jones, was seen off the south side of the island, apparently in want of a pilot. Henry Macy went on board to pilot her. She kept along shore until midnight, when a schooner was discovered standing in for them. This so alarmed them that they put the vessel ashore to the westward of Miacomet Pond. The schooner then stood off after being fired at several times by the brig. The brig was subsequently stripped and the wrecked material carted to town. When captured by the privateer, the brig was bound from Cork, Ireland, to Madrid in ballast.

—, Swedish ship "Princesson," from London to New York, went ashore on Pollock Rip.

1814.

February —, a schooner belonging in Lyme, Conn., bound from Carolina to New York with a cargo of cotton, ran ashore at the southwest side of the island near the head of Long Pond and bilged. She had been taken nine weeks before by an English frigate and sent to Bermuda in charge of a midshipman (a boy) and three Irish seamen. For want of a navigator, they could not find Bermuda and were quite out of provisions when landed. They were sent to Boston and put on board the prison ship.

March 11th, a sloop with a Spanish captain, from Havana, with a cargo of molasses, sugar and coffee, ran ashore on the southwest side of the island near the head of Long Pond. Heavy west winds followed, which caused the sloop to bilge. About 50 hogsheads of molasses were saved, and the vessel was sold for \$87.

May 22d, a neutral schooner belonging in Boston, from the West Indies, loaded with molasses, ran ashore on the south side of the island, near the head of Hummock Pond. The cargo was mostly saved. The vessel probably went to pieces.

June 25th, Swedish schooner "Nordkopning," Nordstrom, from St. Jago* to Boston, with a cargo of molasses, ran ashore at the head of the harbor. Some time previous she had been taken by a British cruiser, her register endorsed and she ordered off the coast. Rather than be subjected to a second capture and condemnation, they ran her ashore. Most of the cargo saved was carted across the beach and brought to town in boats.

August —, schooner "Westerwick," was wrecked on the south side of the island near the head of Hummock Pond.

October 10th, British ship "Douglass," prize to the American privateer brig Prince of Neufchatel, got aground on Miacomet Shoal, while the latter was engaged in desperate battle off Maddequecham Pond with five barges sent from the British frigate Endymion, to capture her and retake the prize. It might be well to add, in this connection, that the result of the engagement, which, by the way, lasted about thirty-five minutes, was that one launch, having on board forty-eight men, was sunk, and only two were saved; one which had thirty-six on board at the commencement of the action was captured, having had eight men killed and twenty wounded; the other three drifted from alongside the brig with the current, without a man to be seen in them. Another account says that a small boat containing only the surgeon and four men, escaped, to return to the Endymion. The frigate, having lost fully one-third of her fighting force in this disastrous affair, stood westward and went out of sight. On board the Prince of Neufchatel, several men were killed, among whom was Charles J. Hilburn, of this town, who had gone on board as pilot. The wounded prisoners were sent ashore here and landed at Sesacacha, then a village of thirty or forty houses, where some of the more severely wounded died, while those who were able to bear it were brought to town and cared for.† The "Douglass" lay aground on the shoal until night, when she floated off and headed to the eastward. She was afterwards run ashore at Squam, and became a complete wreck. At the time of her capture she had on board a cargo of 421 hogsheads, 2 tierces and 1 barrel of sugar, 190 puncheons of rum, 6 hogsheads of molasses, 254 bales of cotton, 412 bags of coffee, 3 bags of ginger, and 28 logs of mahogany, and was bound from Demarara to Liverpool, where she belonged. The cargo was mostly landed from her and many got the benefit of it. There were no wreck agents in those days, or rather everyone appears to have been a self-constituted agent. It is even said that the "Douglass" was decoyed on shore by false information that another boat expedition was coming to attack her, and this induced the prize master to run her ashore as a choice of evils. Whether any measures were ever taken in regard to the prize property of the "Douglass," does not appear.

1815.

February —, a boat from the Vineyard upset in the ice on the south side of the island and three men were lost. One man and a dog reached a house two miles from the shore.

April —, a brig from Carolina to Portsmouth, with a cargo of cotton, was cast away on Tuckernuck Island. The cargo was saved.

September —, schooner "America" came ashore. She was expected to get off.

October 28th, a sloop from Passamaquoddy, bound up North River with a load of plaster, broke from her anchorage near the Bar, went ashore in the Chord of the Bay and bilged. The sea was soon making a clean sweep over her, exposing the crew to wet and cold. Two of them suffered to death and a boy was washed overboard and lost. As soon as was practicable a boat went out to her and took off the survivors, four in number, who were in a suffering condition, and the two dead bodies and brought them to town. It was a severe storm and much damage was done in this vicinity. At the south side of the island the tide rose over the banks, in many places overflowing the land for some distance back, Mioxes valley was transformed into an ocean, the tide flowing up to within eighty rods of James M. Hosier's house, (now owned by Albert C Bartlett,) and the water in the pond rose some five or six feet above the ordinary level.

*Santiago, also called St. James.

†A full account of the battle was published in this paper January 4th, 1873.

[To be Continued.]

When you bury animosity, never mind putting up a tombstone.

1817.

June 15th, sloop "Mary," of Sag Harbor, Capt. Jonah Rogers, was wrecked on Nantucket Shoals. The crew were saved, but the vessel and cargo were totally lost.

October 18th, brig "William Todd," of Liverpool, Nova Scotia, from Turk's Island, bound to Portland, with a cargo of 6000 barrels of salt, went ashore at the south side of the island, a little to the westward of Miacomet Pond. The vessel and cargo were sold for \$300. She was subsequently stripped of sails, rigging, &c., and again sold for \$190.

October —, sloop "John," George Starbuck, was wrecked on Black Flats.

1818.

January 3d, a small vessel belonging to and for Westport, left here at 11 A. M. A gale coming on, she anchored near Cape Poge, parted her cable, came back and run ashore on the opposite side of the harbor.

Same day, the mail packet left here, anchored a little west of the "Horse Shoe," parted her cable and went on to the shoal; she beat terribly for about an hour, when she got off and ran into Old Stage Harbor.

Do. do., sloop "Betsey," Capt. John C. Pinkham, from Baltimore, anchored in the Chord of the Bay, went ashore and bilged. She was subsequently sold for \$11.

March 1st, a vessel from Baltimore, belonging to David Starbuck, of this place, became jammed in the ice, and was afterwards driven by the wind and ice on to the flats, where she remained for some time with her bow out of water at low tide.

September 8th, ship "Francis" went aground on the Cliff Shoals.

September 9th, two fishing schooners were driven ashore in the Chord of the Bay, in a gale.

Same day, a ship from Calcutta, bound to Boston, got on to Tuckernuck Shoal. They cut away one mast, when she drifted over and came to anchor without further damage.

Do. do., a brig loaded with green fish, bound to Salem, got on to Little Round Shoal, lost one mast and set to leaking badly.

November 11th, ship "Ark" (new) left here for Oldtown, with a fresh wind from the west. She got by Brant Point, upset, and drifted on to the Black Flats, where she lay about a week, with her keel six feet above water, her yards on bottom, and six feet of water in the hold. She was finally got to the wharf and hove out, when some of her timbers were found to be broken.

December 20th, ship "Cicero," Edes, from Bombay to Boston, with an assorted cargo of indigo, cotton, block-tin, ginger-root, &c., valued at \$150,000, got aground on Great Point Rip. They discharged some boxes of tin, &c., to lighten her, but she still remained on the rip. Next morning they fired guns and set a signal of distress. Vessels and boats immediately went to their relief, but the wind soon after blew up, which prevented their taking much out, and they all left her at night. The following morning the wind, which in the mean time had hauled to the eastward, blew a gale, and the vessel floated and went driving to leeward with no one on board. She was boarded when abreast of the Bar, by parties from town, who let go both anchors, which brought her up for a time, and then left her. In letting go the anchors in a great hurry, the weather being very rugged, the cables were crossed and one of them being of hemp, soon chafed off; the other, (a chain one) being insufficient to hold her, parted, and she drove on to Swile Island Shoal. Most of the cargo was then taken out and shipped to Boston. The ship was finally sold with the remainder of her cargo (300 bales of cotton) for \$950, a great portion of which was saved, but the vessel laid her bones on the shoal. She was owned by Israel Thorndike, of Boston, and though a loss to him, proved a great blessing to many of the poorer class of working men on this island.

1819.

October 10th, the mail packet which left here for Falmouth, had proceeded as far as the Horse Shoe Shoal, wind S. S. E., when she was struck by a squall of wind, hail, thunder and lightning from the northward. The mast was struck by lightning and shivered to pieces, the bowsprit injured, and several on board knocked down and stunned. They let go the sails and run before it, expecting every moment to founder, but they got back here all right.

December —, schooner "Commodore Barney," from Savannah to Boston, with a cargo of cotton, &c., run ashore at Great Point. She mistook the light for that of some vessel and steered for it until she struck. The crew and cargo were saved, but the vessel drifted off to sea in a gale and was probably lost.

1820.

January 1st. [An old record to which the writer has had access, states that on this day "seven vessels went ashore in a violent gale," but whether on this island or not does not appear.]

January —, a vessel, supposed to be a large sloop, apparently deserted, was seen near the Old Man, at the southeast of the island. A vessel from town started to go in pursuit of her, but had to put back on account of the weather. The vessel probably went to pieces on the Old Man.

January 3d, a vessel loaded with wood, drove on to the Bar. Fearing she would go to pieces, the crew took to their boat

and landed safely. The vessel sunk inside of the Bar and probably went to pieces.

January 10th, a schooner, from the Bay of Mexico, bound to Boston, with 160 bales of cotton, was cast ashore near Squam Head. The crew and cargo were saved, and the vessel was subsequently sold for \$60.

February 7th, a vessel from New York, Silas Coleman, master, arrived back of Great Point in the ice, which prevented her coming in, and finally forced her ashore.

1821.

January 4th, English brig "Catharine," Anderson, from Montego Bay bound to Bermuda, which had been off the south side of the island several days in a distressed condition, having lost three men by hardship and sickness on the coast, was run ashore at Siasconset. She had but very little cargo, which consisted of a few hogsheds of rum, some casks of old copper, and \$5000 in specie. The vessel sold at vendu for \$77.

January 7th, schooner "Deborah," Capt. Brewster, of Duxbury, from Fredericksburg to Boston, with a cargo of 850 barrels of flour, 40 of which were on deck, drove ashore on the shoals near Muskeget, hove over her deck load, but remained aground in the ice.

Monday night, September 3d, British schooner "William," Harris, from Jamaica to Halifax in ballast, went ashore on the north side of Tuckernuck. The crew and passengers landed on the island, and the vessel was sold at auction as she lay on the beach.

September 26th, schooner "Victory," Higgings, from St. Andrews to New York, loaded with lime, struck on Long Shoal and immediately sunk. The crew took to their boat, were picked up by a sloop, and landed on this island about noon.

1822.

Tuesday evening, May 21st, brig St. Andrews, Capt. Kile, of and for St. Andrews, from Dominico, with a cargo of 20 puncheons of rum and some sugar, was run ashore near the lighthouse on Great Point in a thick fog. The crew were saved.

Monday, November 27th, brig "Adeline," Kempton, from Boston to St. Thomas, shipped a sea when near this island, which washed everything from her deck, and carried overboard two men who were lost. She lost her boom, gaff, mainsail and boat, had her quarter stoven in, and put into this port for repairs, with three feet of water in her hold.

Tuesday, December 3d, schooner "William and Nancy," of Cushing, in ballast, was wrecked on the west end of Pollock Rip. The crew took to their boat and reached Chatham next day. The vessel soon after drove off the rip and came ashore at the west end of the island in the afternoon, when she was boarded by Capt. Meltiah Fisher. Her fore-topsail and mainsail were set, the latter blown to pieces and the main boom broken. She was stripped of sails, rigging, &c., which were carted to town. The vessel was subsequently got off and brought into port Wednesday, December 18th.

1823.

January 6th, schooner "Solon," Johnson, from Fredericksburg, Va., with a cargo of 750 barrels of flour, went ashore at Smith's Point in a heavy gale, but was got off next day, after discharging about 250 barrels of her cargo.

January 11th, ship "Hesper," which sailed from here the day before, was driven back by stress of weather, and went ashore near the Cliff.

Sunday morning, January 12th, schooner "Strong," Capt. Hutchins, from Porto Rico, with a cargo of coffee, sugar, hides, &c., broke from her anchorage in Vineyard Sound, and went aground on Tuckernuck Flats. She was got off the following morning, after being lightened of a part of her cargo, and brought into this port, with loss of bowsprit, cable, anchor, &c., and two men badly hurt.

February 25th, brig "Holly," Allen, from Turk's Island to Boston, partly in ballast, with some coffee, struck on the South Shoal, but got off with loss of cable, anchor and rudder. The vessel being unmanageable, and the wind blowing a gale at the time from the northeast, they were obliged to cut away the mainmast. On March 8th, they made the island, hoisted a signal of distress, and were boarded by a pilot from the south side, who took them in over the Bar.

March 9th, (Sunday,) sloop "Two Sisters," Hedge, left this port for Barnstable, but got aground on Coatue and bilged.

March 31st, schooner "Cashier," Humphreys, from Baltimore to this port, with an assorted cargo of 400 barrels of flour, copper, white lead, varnish, &c., went ashore at Tuckernuck.

September 29th, sloop "Iris," of this port, Capt. George W. Luce, left here at 3 P. M. At 7 P. M., she was struck by a squall from the northward and upset. At the time, Cape Poge lighthouse bore S. S. E., two leagues distant. It being west tide the vessel drifted down towards the cape. The captain and three men who were on deck, were taken off by a boat from a vessel near by, at 2 o'clock next morning. At 7 o'clock a boat from Edgartown went to the wreck, which lay with only a small portion of her quarter above water, and rescued the captain's wife and one other woman from the after cabin by cutting a hole through a false window. One other woman, who was in the same cabin, had drowned before assistance reached them. Two men who were in the forward cabin were also rescued at the same time. The vessel was subsequently towed back to this port and repaired.

October —, schooner "Samuel Tyler," Midger, went ashore at Eel Point.

November 17th, during the night, brig "Reaper," from Matanzas to Middletown, Conn., with a cargo of molasses and sugar, drove ashore at the Cliff. Her cargo was safely landed and the vessel got off December 12th.

December 17th, hermaphrodite brig "Cuba," Smith, from St. Thomas, W. I., to Boston, with a cargo of coffee and hides,

went ashore at the west end of Tuckernuck, but was got off after remaining there two days.

1824.

January 3d, schooner "William," Cole, (or Carver,) put in here in distress, having been ashore on Muskeget.

January —, schooner "Superb," went ashore on the island, but was subsequently got off.

February —, schooner "Culloden," Stillman, was seen off the south side in distress, boarded by a pilot and brought into the harbor.

August —, schooner "Phebe Ann," was picked up and towed into this port.

November 7th, schooner "Thetis," Cotton, from Monticello, Cuba, to New York, put into this port in distress, having lost cable and anchor, besides being considerably damaged in her hull by striking on the Bar coming in.

December 19th, during the night, a schooner loaded with logwood, fustic, &c., went ashore at Great Point, but got off next morning.

1825.

January 4th, in the evening, brig "Pearl," Atkins, of Duxbury, from the West Indies to Boston, with a cargo of molasses, coffee and hides, came ashore at the south side of the island, near Low Beach. The vessel was got off some time the following May, after remaining ashore upwards of four months.

March 25th, ship "Globe," on her passage out, grounded on the Bar, and subsequently drove up high and dry on Brant Point, where she remained until the 29th, when she was got off, having sustained no damage.

March 26th, ship "Improvement," from Edgartown, parted both cables during a gale, and went ashore near Eel Point.

Same day, sloop "Sally," went ashore high and dry at Capaum, but was got off April 1st.

May 10th, brig "Diana," Stanton, from St. Thomas for this port, with a cargo of salt, in attempting to come into the harbor, struck on the Bar, bilged, and sunk.

August 18th, sloop "Augusta," Tibbets, from Augusta, Me., with a load of lumber, went ashore at Great Point. The crew and passengers on board were saved, but the vessel bilged.

November 2d, brig "Clio," of and for Saco, Me., from St. Eustatia, with a cargo of salt and sugar, went ashore at the south side of the island near Tom Never's head, and bilged immediately after striking. The sea made a clean breach over her, compelling the crew to seek safety in the rigging. A boy, 17 years of age, who was in the cabin at the time, was drowned. The mate, in attempting to reach the shore, narrowly escaped drowning. The crew remained in the rigging until the next morning, when the sand had so accumulated around the vessel that they were able to wade ashore. The following day the body of the boy was taken ashore and buried.

December —, sloop "Paragon," Lane, which had been aground, was brought in here and repaired.

December 9th, during the night, a wood-coaster, Capt. Snow, from Mattapoisett, in entering the harbor, got ashore on Brant Point and bilged.

December 13th, schooner "Susan," Capt. Thompson, of Bath, bound to Providence with a load of lumber, having lost her mainmast, got ashore near the mouth of the harbor, where she remained until the 16th, when she was got off and brought in for repairs.

Same day, sloop "Ranger," Small, from Portland to Newport, came ashore on the northwest side of Great Point and bilged. The crew were saved in an exhausted condition, with the exception of the cabin boy, who was drowned in attempting to reach the land.

December 15th, sloop "Hudson," Clark, bound from Boston to Providence and Newport, with an assorted cargo, came ashore near the "Ranger," but was got off and towed in for repairs next evening, with the loss of sails, rudder, &c., and leaking badly.

1826.

October 24th, in the evening, sloop "Hector," Wade, from Bridgeport, to Boston, with a cargo of corn, rye, &c., was run down and sunk near Tuckernuck Shoal, by schooner "Curlew," Blanchard, from Virginia to Boston, with a cargo of coal and tobacco. The crew of the sunken vessel took to their boat and landed on Tuckernuck. The "Curlew" lost masts, sails, &c., and was brought into the harbor a perfect wreck. She was repaired, and left here December 8th.

October 29th, schooner "Nelly," from Stonington for this port, broke from her moorings at the Bar in a gale, and drove up into the Chord of the Bay, where she stranded and bilged. Her cargo, consisting of live stock, cider, &c., was principally saved.

November 28th, brig "Rapid," Rice, from Guadeloupe to Portland, with a cargo of molasses, got ashore between Smith's Point and Tuckernuck. One man was lost. The cargo was chiefly saved, also sails, rigging, &c. The vessel became almost high and dry at low tide, but was eventually got off and repaired.

1827.

January 22d, schooner "Nautilus" touched at the Southeast Quarter, the captain having mistaken his reckoning, but got off next day.

May 8th, schooner "Sally," Staples, from Matanzas to Boston, struck on the South Shoal and lost her rudder, but beat over and came to anchor. Before proceeding, the captain took an observation and found himself to be in latitude 41° 5m.

November 9th, brig "Francis Miller," Adams, from Middletown to St. Johns, N. B., with live stock, came ashore at Squam. The crew were saved and the cargo discharged into lighters. Schooner "Garland," with part of the cargo on board, was totally lost near the mouth of the Kennebec river a short time afterwards.

Same day, schooner "Independence," Hutchings, from Boston to Bristol, went ashore near the "Francis Miller."

November —, ship "Fame," drove on shore near Long Hill and bilged. She was afterwards got off.

November —, sloop "Planet," Capt. Charles Alley, drove on shore at Long Hill and was wrecked.

December 16th, (Sunday) sloop "Traveler," Hiller, from Falmouth for this port, with a cargo of oil, struck on the Bar and bilged.

1828.

March 23d, brig "Sarah Ann," from Savannah to Boston, with a cargo of rice and cotton, was stranded on the south side of the island near the head of Hummock Pond. An unsuccessful attempt was made the next day to kedg her off. In the course of the forenoon, the wreck master, with twenty men came on board, and, in pursuance with his directions, her deck load was thrown overboard; they then hove on the cables again, but with no better success. They then opened the hatches and discharged the cargo from the hold, but were still unable to start her as the tide had fallen in the meantime and the surf was rolling in on shore. The captain and crew remained on board that night. The following day nothing could be done, as the wind blew strong from the south-east, and there was a very heavy surf on. The weather finally moderated, and the remainder of the cargo was got on shore with considerable difficulty. The vessel was driven far up towards the shore by the wind and surf, although at no time was she wholly out of water. After the cargo was all discharged, she slued round, and lay loose in the sand. She was subsequently sold at auction, March 28th, to P. H. Folger and others, the hull bringing \$127, and the spars, sails and rigging, \$422.40. By a combination of fortunate circumstances, she was got off soon after the sale, brought into this port and fitted up, whereupon the owners claimed her, on the ground that the captain had no right to sell the vessel for so small a sum. The matter being carried into court, it was

shown by the defence that with the single exception of brig "Rapid," (November 28th, 1826,) no vessel, stranded on the south and west seaboard, had been got off for twenty years; it was also shown that at the time of the sale, the price paid for her was not considered low, from the fact that the chances were against getting her off, and several who attended the sale with the intention of bidding on her were unwilling to risk as much as was paid; and judgment was accordingly rendered in favor of the defendants.

April —, schooner "Sally," with a cargo of corn, came ashore at Low Beach.

July —, brig "John Harris," with a cargo of coal, was wrecked on Smith's Point.

December 3d, sloop "Polly" left here with a load for ship Ocean. She had got nearly to Cape Poge, when the wind came out ahead and blew violently. The vessel droye back, went ashore in the Chord of the Bay and bilged, wetting the cargo which, however, was saved with but little damage. A vessel was sent up harbor inside of Coatue, and the cargo carted across land to her. The "Polly" was entirely lost.

December 14th, brig "Packet," from St. Petersburg to Providence, with a cargo of hemp and iron, was cast ashore at the south side of the island, near Miacomet Pond, and immediately broke up. All on board with the exception of the second mate, were drowned. He had got into the boat to cut her adrift, when a sea came and swept her clear from the vessel, carrying her ashore. As he gained the beach, he heard the masts fall, and the cries of the men as they went down. It was very cold, and after travelling in the dark some distance, he discovered a light which proved to be in the lower part of Newtown, in a house where a woman had just died, and they were laying her out. He told his pitiful story, but as they were very much agitated, and there was, moreover, no man in the house, they did not admit him, but he soon found a place where he was made comfortable. Human bones and limbs were picked up on the beach from time to time, throughout the winter. Eight years later a bale of cloth which had come ashore from the "Packet," was found bedded in the sand upon the beach, the outside of the bale being completely worn off, leaving the cloth cut up in small pieces, but otherwise uninjured, and folded up in a napkin made from this bale of cloth, and carefully preserved as a memento, the writer found the foregoing account.

1829.

February 11th, part of a schooner came ashore at the east end of the island in a storm.

February 26th, schooner "Ann Eliza," Capt. E. M. Ripley, of Topsam, Me., with a cargo of wine, from Palermo bound to Boston, having lost her sails and been blown out of Boston Bay in a gale, the 21st, drove ashore at the west end of the island, bilged and filled. One man was lost; the rest were saved, as was also the greater part of the cargo. At the time of the disaster, the "Ann Eliza" had on board the captain and mate of the French brig "L'Aimable," which vessel she had fallen in with at sea in a wrecked condition, and rescued her officers and crew, but the latter had left the vessel and swam ashore at Fayal.

March 22d (Sunday), two vessels drove ashore at the east end of the island near Squam Pond, in a furious snowstorm. One of them was the schooner "Ann," of Thomaston, Me., Capt. Reuben Mosman, with a cargo of lime bound to New York. The captain and two men were saved, the other three lost. Two of them were sons of the captain, who, when their strength gave out, carried them in his arms by turn about a mile, toward the house he was in search of, (known as the Elijah Luce farm,) but each expired before reaching it, and the father was only able to crawl the remaining distance upon his hands and knees. The other vessel was the schooner "Ranger," Capt. Cornelius Wasgate, of Salem, loaded with spars, and bound to New York. The captain and one man were saved, and three others lost. Several from each vessel who were lost, perished after reaching the land. The six bodies were brought to town on Tuesday and buried from the present M. E. Church on Centre street next day. All the clergymen on the island attended, and all took part in the duties of the occasion. The discourse was pronounced by the Rev. Daniel Webb, pastor of the church, who took for his text the following: "As the Lord liveth, and as thy soul liveth, there is but one step between me and death." The remains were placed two in the hearse and two each in carts lengthened out for the occasion, and were followed to the grave by a long procession. They were buried side by side, the two brothers in one grave. The two schooners left Chatham on the morning of the day on which they were wrecked, in company with two others, one of which also struck on the east shore of the island, but was soon carried off by a turn of the tide and change of wind, and was afterwards seen dismasted, apparently full of water, and no appearance of any one on board.

April 6th, ship "Pacific," Cartwright, from Boston to New York, grounded on Point Rip, but was got off next day, having sustained no material damage.

April 21st, brig "Marshall Ney," Crowell, from Boston to Baltimore, with a valuable cargo, struck on Handkerchief Shoal and bilged. She floated off next day and sunk in five fathoms of water. Two of her crew were lost; the remainder were rescued by a passing schooner. She was subsequently raised and repaired.

November —, part of a wrecked schooner came ashore at the east end of the island; no appearance of men on board.

December —, schooner "Velocita," with a cargo of lime, went ashore in the Chord of the Bay. The cargo becoming wet took fire and the vessel was burned.

1830.

November 17th, brig "Georgiana," Fletcher, of and for Boston, from Philadelphia, with a cargo of shot, sole leather and general merchandise, came ashore at the south side of the island, near the head of Hummock Pond, in a thick fog. The cargo was saved, but the vessel went to pieces.

November 26th, brig "Magnolia," Bettes, from Richmond to Boston and Salem, with a cargo of flour, tobacco and coal, was stranded on the Bar, having lost both anchors under Great Point the previous night. The crew were saved and the vessel towed in to the wharf Sunday, the 26th, by steamer Marco Bozzaris.

December 6th, during the night, in a violent gale of wind, a schooner from New York to Boston, partly loaded with flour, went ashore high and dry in the Chord of the Bay. The crew were saved.

Same night, a small sloop, with a cargo of potatoes, apples, cider and sheep, with no boat attached to her and no men to be seen, also stranded in the Chord of the Bay and went to pieces. On Tuesday morning part of a vessel, probably the sloop, was found on the northwest side of Coatue. The name was mutilated, but appeared to be the "Louisa of Phippsburgh." In the neighborhood of the wreck were found a few barrels of apples, and about thirty dead sheep, together with a number of empty barrels and hogsheads.

Tuesday morning, December 7th, brig "William & Henry," Emery, from Charleston to Boston, with a cargo of cotton and rice, having lost both anchors in the gale of the previous night, near Sandy (or Great) Point, came in over the Bar and grounded on the Cliff shoal, where she remained until 6 P. M., when she floated and was brought into the harbor.

Wednesday, December 8th, a pink-stern schooner of about seventy tons burthen, was found at the southwest side of Tuckernuck, with a full cargo on board, consisting of potatoes, and merchandise in barrels. On the larboard side, inboard, well abaft, the name "Amaranth," appeared, cut with a knife.

December —, brig "Miles Standish," went ashore at Tuckernuck, and eventually went to pieces.

December —, brig "Pearl," came ashore at Low Beach, but was got off the following spring.

1831.

Wednesday evening, April 6th, schooner "Hannah & Mary," Alexander, from New York to Portland, run on Great Point, having mistaken the light there for that of the lightboat on Tuckernuck shoals. The crew were saved. An unsuccessful attempt was made to get her off, and she finally went to pieces in a N. E. gale.

Ship "Rose," Capt. Obed Starbuck, for the Pacific Ocean, whaling, grounded on the bar going out October 26th, 1831, and remained there until July 31st, 1832, when she was got off and brought back into the harbor and refitted.

Wednesday night, December 12, schooner "Packet," from Alexandria, Va., for Bangor, with a cargo of corn and flour, got ashore on Coskaty, at the east end of the island and bilged. The crew were all saved, also part of the cargo, but the vessel went to pieces.

On or about December 20th, sloop "William Penn" drifted ashore at Coatue, and remained there some two weeks, when she was carried off by a moving body of ice.

Ship "Improvement" went ashore near Long Hill, and brig "Diana" stranded on the Bar some time during the year.

1832.

Saturday, January 28th, brig "William & Henry," Evans, from Turk's Island, with a cargo of 4000 bushels of salt, ran ashore at Smith's Point, they having got out of their reckoning. When they ran on, the vessel and tackle were thickly covered with ice, and all hands, except the captain, more or less frost-bitten. The brig went to pieces the following Tuesday night, and the cargo was lost.

May 24th, schooner "Eliza," Card from Nova Scotia to New York, with a cargo of plaster, struck on Tuckernuck Shoal and sunk.

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Thursday evening, May 31st, brig "James McCoy," Sprague, of Wilmington, from the West Indies to Boston, with a cargo of molasses, sugar and coffee, run ashore at the west end of Tuckernuck. Considerable of the cargo was saved, but the brig finally went to pieces.

June —, schooner "Boston Packet" was stranded on the bar and remained there several weeks, but was finally got off and brought into the harbor.

1833.

Saturday evening, February 23d, brig "Cashier," from Baltimore to Salem, with a cargo of flour, corn, &c., struck on Bass Rip and unhung her rudder, started pumps, &c. After throwing overboard 200 barrels of flour, some glass, India rubber shoes, &c., and discharging the remainder of her cargo into lighters, the vessel put into this port for repairs.

Tuesday afternoon, May 28th, brig "Florida," Norris, with a cargo of molasses, sugar, coffee and honey, struck on Great Rip, off Sankoty, and sunk. There was a tremendous sea on at the time. The captain and eight men took to the long boat, and the two mates and a gentleman passenger to the yawl boat. The yawl soon upset and the men perished. At this time the long boat was half full of water, with the surge constantly breaking over her. After pulling for the shore, according to the best of their judgment, for several hours, they laid by until daylight, when it was found they had been rowing parallel with it. They landed at Low Beach about 9 o'clock in the morning. The vessel was partly insured. Mr. Lewis H. Wendel of this town, was one of the crew of the ill-fated vessel. He has remained on the island ever since, but hopes some day to return to his native land.

1834.

Sunday night, February 26th, brig "Norna," Baker, from Havana to Boston, with a cargo of molasses, sugar, honey and cigars, struck on South Shoal. The crew were compelled to abandon her and landed on Noman's Land the following Wednesday, having saved nothing but their clothes.

Friday morning, March 21st, schooner "Gem," Longsley, from Philadelphia to St. Johns, N. B., with a cargo of rye flour, came ashore during a squall, at the southwest side of the island, and afterwards went to pieces.

Sunday night, July 6th, schooner "Mary Adams," Pinkham, of Booth Bay, Me., from Philadelphia to Boston, with a cargo of coal, came ashore at Great Point during a thick fog. The vessel probably got off.

Friday night, September 5th, sloop "Franklin" went ashore at Brant Point during very heavy squalls. She was subsequently got off.

Monday night, October 13th, sloop "Rose," which sailed from here that day, with a cargo of oil, bound to Hartford, Conn., while endeavoring to make the light of the Tuckernuck lightboat, (then drifted from her station,) struck on Swile Island Shoal, near Tuckernuck, and filled with water. Her cargo was all saved, and attempts were made to get her off, but without avail, as she had bilged and become too deeply bedded in the sand.

Wednesday evening, October 22d, schooner "Phebe Ann," from Philadelphia for Lubec, having mistaken Great Point light for that of the lightboat, stranded on Great Point, remained there during two tides, and then got off and proceeded on her voyage.

Thursday night, October 23d, schooner "Talma," of Bristol, Me., from Boston to New York, drove from her moorings at the back of the Bar during a heavy gale, struck on the Bar, and sunk in two fathoms of water. The crew with some difficulty saved themselves in their yawl boat. She had on board a cargo consisting of 384 sticks of mahogany and 68 tons of Swedish iron, a portion of which was saved.

At the same time as above, schooner "Brookville," Merriam, from Gardiner, Me., to New Haven, with a cargo of lumber, also drove from her anchorage outside the Bar, and grounded near the Talma, where she filled and bilged.

Saturday night, November 22d, brig "Ganges," Blake, from Havana to Portland, with a cargo of molasses and honey, went ashore near Smith's Point. The captain had been unable to get an observation for four days, but supposed himself to be to the eastward of the shoals. The cargo was about all saved and brought to town. The vessel drove almost up to high water mark, and went to pieces.

1835.

Tuesday, January 6th, schooner "Hyperion," Littlejohn, of Portland, from Philadelphia to Boston, with a cargo of coal, struck on Pollock Rip, lost rudder, cables and anchors, drifted ashore at Coataue, and bilged. The crew were taken off by schooner April, which put into this port disabled.

Thursday, February 27th, schooner "Volant," Grant, of Thomaston, Me., with a cargo of lime, broke from her moorings and went ashore at Great Point, after throwing overboard her deck load of lime. She remained there until Sunday, March 8th, when she was got off, and brought in to the wharf.

Monday afternoon, March 23d, schooner "Volga," Litchfield, from Wilmington, N. C., for Boston, with naval stores, went ashore near Great Point lighthouse, after losing three anchors. A part of her deck load, consisting of 130 barrels of rosin, was thrown overboard, and she was subsequently got off with loss of flying jib.

On or about Wednesday, March 25th, schooner "Mary Jane," Rogers, of and from Portland, for New York, came ashore near Great Point, but was subsequently got off, and arrived at the wharf Thursday, April 9th.

On Friday morning, August 7th, brig "John," Gott, of and from Bangor to Providence, with a cargo of lumber, struck on Great Point Rip in a violent storm from the northeast, and bilged in about an hour. The most of the cargo was saved, but the vessel was a total loss.

On Wednesday night, December 2d, schooner "Pomphret," Bray, of Calais, Me., from Philadelphia to Boston, with a cargo of coal, went ashore at Great Point, about two miles south of the lighthouse. Attempts were made to reach her with lighters, but without avail, and the vessel became so heavily burdened with ice, that it was necessary to abandon operations upon her until spring, but before that time the vessel went to pieces.

1836.

Friday night, February 5th, sloop "Reaper," Wellington, of Bristol, with a cargo of iron, came ashore at Low Beach, (near Sconset.) The crew landed safely and the greater part of the cargo was saved, but the vessel went to pieces.

Wednesday night, April 13th, brig "William Smith," Sufford, from Havana for Portland, stuck on Great Point Rip and remained there until the next day, when she got off.

Sunday, April 24th, schooner "Molly," Rogers, from Kennebec river for Providence, with a cargo of lumber, struck on Great Point Rip, and remained there until Wednesday, May 4th, when she was got off and towed into the harbor. Nearly all of her lumber was safely landed.

Thursday, May 26th, schooner "Eliza," Card, from Nova Scotia to New York, with a cargo of plaster, struck on Tuckernuck Shoal, beat over, and sunk in four fathoms of water. The crew landed at Edgartown, and the vessel became a total loss.

Thursday, June 9th, brig "Granite," Cushing, from New Haven to Pietou, got ashore at Great Point, where she remained until the following evening, when she got off and proceeded on her voyage.

Saturday, June 11th, Br. schooner "Pallender," from New York to St. Johns, with a cargo of flour and rice, went ashore at Smith's Point. The cargo was saved but the vessel was lost.

Friday, October 14th, brig "Rising Sun," Morgan, of Salem, from Richmond to Boston, with a cargo of flour, meal, tobacco, &c., struck on Great Point Rip, carried away the foremast and main-topmast, bilged, drifted over the rip and anchored. The crew were all saved, having landed at Great Point. On the following Wednesday the vessel was towed to the Bar, but being full of water she grounded. Most of the cargo was landed in a damaged condition. The vessel finally went to pieces.

Thursday afternoon, October 20th, the schooner "Flora del Mar," from New Orleans to Boston, went ashore at Smith's Point. The crew were saved and also the cargo, consisting of 90 bales of cotton and 25 tons of pig iron. The hull, spars, &c., of the vessel were subsequently sold at auction, for \$300.

Friday night, November 25th, brig "Albion," Thomas, of Portland, from Havana and Matanzas for Boston, with a cargo of molasses, sugar, &c., struck on Smith's Point, stove her stern and sunk. The crew arrived at Chilmark, Martha's Vineyard, after being two days and three nights in their long boat, having saved nothing but what they stood in.

Monday, December 26th, brig "Antares," Stacy, of Marblehead, from Aux Cayes to Boston, with a cargo of sugar, logwood and 1200 bags of coffee, struck several times near Muskeget Channel, and was abandoned, the crew landing on Chappaquiddic. The brig was afterwards boarded by a crew from Edgartown, and carried into that port, little or no damage having been sustained by vessel or cargo.

1837.

Sunday, January 15th, schooner "Mary Francis," Kirwan, from Fredericksburg to Newburyport, arrived in the ice near Great Point, having put in for wood and water, but proving leaky, her cargo, consisting of 500 barrels of flour and 1700 bushels of corn, was discharged on the ice and removed to the shore. On Sunday the 25th

she struck adrift, stranded on Great Point, and went to pieces.

Tuesday night, February 28th, brig "Mary Hart," Salter, of Portland, from Charleston, S. C., with a cargo of cotton and rice, went ashore at Smith's Point and broke in two. There were no lives lost, though several of the crew and one gentleman passenger were severely frost-bitten. A portion of the cargo was saved. The hull, spars, sails, rigging, &c., and the damaged part of the cargo were subsequently sold at auction.

Saturday night, April 8th, brig "Ceylon," Capt. Charles Soule, of Duxbury, from St. Domingo to Boston, with an assorted cargo of coffee, hides, honey, mahogany, logwood, &c., went ashore on the south side of the island, off the head of Hummock Pond, about 11 o'clock, where she lay stranded and bilged. The crew landed on the beach in safety next morning, after remaining in the tops all night. A portion of the cargo was saved in a damaged state. The "Ceylon" was a superior vessel of her class, and was insured for upwards of \$11,000. There was also \$30,000 insurance on her cargo. She was subsequently screwed up and repaired; ways built under her, and she was launched the following June, made sail and proceeded direct to Boston. The work of getting her off was carried on under the direction of the late Frederick F. Swain, a man well known to most of our older citizens.

Tuesday morning, April 5th, schooner "Absalom," of Dennis, was found adrift on Tuckernuck Shoals, having probably driven out from some port on the Cape. She was brought into this port and advertised.

Saturday, May 27th, schooner "Amazon," Bennett, from Philadelphia to Boston, with a cargo of coal, which put into this port the previous Wednesday, grounded on one of the shoals near the Cliff shore on her passage out, and soon after filled. She was got off the following Tuesday, towed back to the dock and repaired.

Tuesday night, September 12th, schooner "Warsaw," Harding, of Bucksport, Me., with a load of rough stone, foundered on Tuckernuck Shoal. The crew were taken off by a passing sloop and brought into this port. The vessel sunk right in the track of passing vessels and remained there a long time, a source of anxiety to navigators.

Thursday morning, October 5th, schooner "Col. Crockett," from Lubec to Baltimore, got on Great Rip (South Shoal,) lost her rudder and sprung a leak. Came to anchor off 'Seonset.

Sunday morning, October 29th, schooner "William & Henry," Ulmer, from Thomaston, Me., for New York, with a cargo of lime, having lost the head of her foremast in a gale the previous evening, anchored on Long Shoal off Tuckernuck, and remained there until the following Wednesday afternoon, when she was towed into this port. In crossing the bar, she struck heavily and sprung a leak, and on reaching the wharf, her cargo was found to be on fire. She was accordingly scuttled and sunk off the end of Commercial wharf, but afterwards raised and repaired.

Tuesday night, November 15th, schooner "Elizabeth," Bourne, of and for this port, drove from her moorings at the Bar, stranded near the Cliff shore and bilged. The cargo was saved and the vessel got off and arrived back into port the Saturday following.

Monday evening, December 18th, the schooner "Beaver," Smith, partly loaded for Portland, drove from her anchorage near Brant Point and stranded on the south side of the harbor, where she lay for some time high and dry, but was eventually got off.

1838.

Friday morning, January 5th, brig "Robert Wain," Matthews, from Philadelphia to Boston, with a cargo of corn and oats, went ashore at Great Point. A part of her cargo was discharged into lighters and the vessel got off the following Sunday, having sustained no material damage.

Friday, May 18th, schooner "Ariel," Hill, from Saco, Me., laden with bricks and lumber, parted her cables in the Sound and drove on to the Bar during a heavy blow, where she foundered and broke up. The crew took to the rigging, and after suffering much from exposure, finally escaped in their boat, and landed at the Cliff. The deck load of lumber drifted ashore, and also some of the vessel's planks.

Monday, June 18th, schooner "Golconda," Wentworth, of Charlestown, went ashore at Great Point in a gale and fog. The passengers and crew were saved, but the vessel, with the exception of sails, &c., was totally lost.

Sunday, July 8th, ship "Nathaniel Cooper," Capt. John Bogardus, struck on South Shoal. The crew abandoned her and went for assistance. Soon after the crew had left, she came off the shoal, and was fallen in with by a passing brig, which put a crew aboard, who, by continual pumping, succeeded in working her into Boston.

Thursday, September 13th, schooner "Hoogley," Vasseau, of Newburyport, from Alexandria to Boston, which had anchored under Great Point, was driven ashore high and dry in a gale. Her cargo, consisting of corn, rye and flour, was discharged into lighters, and the vessel went to pieces.

Saturday, November 3d, ship "Morea," Weston, with a cargo of flour and cordage, struck on South Shoal, and unshipped her rudder, but got off after throwing overboard a part of her cargo.

Saturday afternoon, November 10th, brig "Helen," Spear, from Boston to New York, with a load of granite, having sprung a leak, was run ashore at 'Seonset in a sinking condition, and subsequently went to pieces.

1839.

Tuesday night, January 15th, brig "Halcyon," Donnell, of and from Bath to Charleston, S. C., with a cargo of hay and bricks, struck on Great Point Rip, beat over during the night and went ashore on the Point, and bilged. The crew and a part of the cargo were saved. The vessel and cargo remaining, were subsequently sold at auction.

Friday, April 18th, schooner "Palestine," Macy, bound to St. Domingo, went ashore on the northeast point of Muskeget. The crew were all saved. The vessel went to pieces.

Same afternoon, schooner "Mary," Pendleton, of Bangor, from Thomaston, with a cargo of lime, went ashore at Muskeget. The crew were saved, but the vessel and cargo were totally lost.

Thursday, May 30th, sloop "Union," Potter, of and for this port, from Baltimore, with a cargo of corn, flour, &c., grounded in coming in over the Bar, and afterwards bilged, partially filling with water, and damaging a portion of the cargo. A part of her cargo was taken out and landed, and the vessel was towed in from the Bar the following Tuesday.

Friday afternoon, August 30th, brig "Nelson," of Eastport, with a cargo of coal, struck on Great Point Rip, during a severe northeast gale. The captain with his wife and crew landed on Great Point, and the vessel went to pieces immediately.

During the same gale, whaling schooner "Amazon," Pinkham, of this port, which had left here on a whaling cruise, was driven from her moorings on the Cape, and went ashore high and dry on the beach at the cliff, but was subsequently got off.

Do., do., schooner "Penobscot," Thompson, of and for this port, from Bangor, with a load of lumber, in coming in over the Bar, struck heavily, sprung a leak, and partly sunk after reaching the dock, but was raised and repaired.

Do., do., schooner "Lion," from Portland for this port, with a cargo of lumber, bricks and hay, at anchor back of the Bar, parted both cables, drove over the Bar and bilged. The captain and crew were taken off in a whale boat, and the vessel stranded near Brant Point. The cargo was mostly saved, but the vessel went to pieces.

Monday, December 30th, whaling brig "Dromo," Lawrence, of this port, in coming in from a cruise in the Atlantic Ocean, with 50 barrels sperm oil, struck on the Bar, knocked off her rudder, and drifted on to Coatue Flats. She was abandoned to the underwriters, who put a crew aboard, worked her in to the wharf and repaired her.

1840.

Sunday morning, January 5th, schooner "Maine," went ashore at Great Point. The crew were saved, and the vessel was subsequently got off.

On or about January 31st, brig "Emolument," Pendleton, with a cargo of salt, spirits and hides, came ashore at Smith's Point. The crew were saved, and a portion of the cargo taken out by lighters. The vessel was subsequently broken up.

Thursday, March 5th, schooner "Mexico," Baymore, from Philadelphia, with a cargo of coal, in coming into the harbor, grounded on Coatue flats and bilged. The coal was discharged into lighters, after which, the vessel was got off and brought into the wharf.

Wednesday evening, April 1st, during one of the severest tempests ever known here, schooner "Ellen," Small, from Boston, with an assorted cargo in the hold, and a quantity of iron hoops on deck, while waiting at the Bar for a favorable tide to come in, was struck by lightning. The fluid descended one of the masts, and penetrated the space between decks, where a quantity of dry goods, furniture, &c., were stored, setting them on fire. The vessel having grounded on the bar, remained for some time in a critical condition, but was at length forced over, and brought into the dock early next morning with the cargo still on fire. The flames were finally quenched by the fire department. The damage to the vessel was slight, compared to that of the cargo. Several other vessels lying at the Bar were struck at the time, but sustained no material injury.

Sunday, May 3d, schooner "Triton," Kingston, with a cargo of coal and bricks, struck on the Bar in entering this port, and bilged. The vessel eventually went to pieces.

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Same day, smack "Federal," Fisher, struck an anchor on coming in to this port and sunk, but was subsequently raised and brought in.

Saturday night, May 9th, schooner "John Keller," Mills, of and from Machias, Me., had her sails blown away during a gale, struck on the "Horse Shoe," bilged, bent over and stranded on Swile Island Shoal, near Tuckernuck. She eventually broke up.

Thursday, May 28th, schooner "Margaret Jane," of Booth Bay, from Porto Rico to Boston, with a cargo of molasses, went ashore at Great Point, but got afloat the next tide, after staving 20 hogsheads of molasses.

Saturday evening, June 6th, schooner "Hope & Susan," Swain, of and for this port, from New Orleans, with a cargo of molasses, hides, and sarsaparilla, in coming over the bar, grounded, and soon afterwards filled. A portion of the cargo was saved in a damaged condition, and also the spars and rigging, but the hull was abandoned and broke up.

Friday night, July 17th, fishing schooner "May," of Plymouth, ran ashore near Siasconset, but was got off the following Wednesday evening with but trifling damage.

Thursday morning, December 24th, brig "Henrietta," Parker, with a load of fish and lumber, from Lubec, Me., to New York, broke from her moorings near Tuckernuck, and drove on to the bar. After throwing overboard part of her deck load of laths, she got off and arrived at the wharf with three feet of water in the hold, having knocked off her false keel. The cargo was discharged and the vessel repaired.

1841.

Sunday night, January 24th, brig "Jane," of and for Halifax, from New York, with a cargo of flour and coffee, went ashore on Great Point Rip, laid there some five hours, and then got off, having received no material damage other than knocking off her shoeing.

Thursday night, April 24th, sloop "Only Daughter," coming in from the Bar, with anchors of the "Christopher Mitchell's," was upset in a squall and sunk off Brant Point. She was subsequently raised and repaired.

Same time, a large topsail schooner foundered on Tuckernuck Shoal. A smack boarded her next day, but found no one on board. The hull was sunk four feet under water, the quarter deck off and hanging to the wreck, and apples floating about.

Thursday night, May 20th, schooner "Ploughboy," Putnam, of Boston, from New Haven to Bangor, went ashore at Great Point. The vessel went to pieces.

Thursday, September 16th, at 2 o'clock in the morning, schooner "Fairplay," Parsons, from Lubec to New York with a cargo of plaster, struck on the "Old Man." Their boat was swamped alongside, and the captain drowned. At 3 P. M., the vessel drifted off and made for this port leaking badly, and set a signal for assistance. At 7 o'clock, a pilot came on board, and advised beaching her, which was done on Smith's Point, where she lay with five feet of water in the hold. The hull, sails, rigging and cargo were subsequently sold at auction for \$30.

Monday, October 4th, during a severe gale, (line gale) the following disasters occurred along our shores and in the vicinity of the island:

Schooner "Harvest," of Harwich, drove from her anchorage on the Cape shore and stranded on Eel Point, with no one but the cook on board. She was bound from Norfolk to Boston, with a cargo of corn and flour. The cook and a portion of the cargo were saved, but the vessel went to pieces.

Schooner Pearl, of Chatham, with a cargo of fish, came ashore at the west end of the island with no one on board. An attempt was made to get her off, but it came on a southeast storm and the vessel broke up.

A schooner, with stern torn off, and name gone, came ashore at the same place, and broke up.

Schooner "Anson," of Chatham, with a cargo of fish, partially damaged, came ashore do. do., and also went to pieces.

Two schooners were sunk on Tuckernuck Shoal, one of them loaded with plaster. The crew of this vessel landed on Tuckernuck. The other vessel was entirely deserted, and the masts destitute of rigging.

Schooner "Canary," Goodell, from Philadelphia to Boston, with a cargo of coal, was discovered on Swile Island Shoal, with both masts cut away, and full of water. Part of her cargo was saved, but the vessel went to pieces.

Schooner "Grecian," of Hingham, with a cargo of mackerel, sloop "Patmos," Kelley, of Dennis, and two or three other vessels went ashore on Tuckernuck, and broke up.

Schooners "Tremont," of Dennis, "Olive," of Harwich, and one other vessel went ashore on Muskeget. One (probably the Olive) was got off, but the others went to pieces.

A fishing schooner, with foremast cut away, was stranded on Brant Point. The crew landed safely, and the vessel was got off.

Schooner "Leo," Pendleton, of Thomaston, from New York to Boston, with a cargo of 600 barrels of flour, stranded on the north side of Coatue, but was afterwards got off.

Fishing schooner "Rolando," of Harwich, with no one on board, came ashore near the "Leo," and went to pieces.

The following disasters occurred to the shipping at the wharves:

Ship "Rose," which was on the eve of departure for the Pacific Ocean, broke off part of the upper T of the Commercial wharf, where she was fastened, and with it in tow, drove on to the rocky foundation of an old wharf at the South Beach, where she bilged and received other serious damage, but she was afterwards got off and repaired; ship "Planter," broke away from the same wharf and drove far up on the beach. She was also got off; two other vessels—schooner "Enterprise," (Boston packet) and sloop "Henry," were also driven upon the same beach, but sustained no material injury. The "Enterprise" went on stern foremast, and drove her main boom through a window in the cooper's shop of the late John Elkins; schooner "Azora," Lemont, of Bath, while lying at the south wharf, had squaresail blown away, stern stove in, and sustained other damage; sloop "Laura," at the same wharf, lost her bowsprit and had rigging considerably damaged; sloop "Nancy Finley," drove across dock and split her rudder.

On the morning after the gale, nineteen vessels lay stranded on or near the island, while within sight of the shore the masts of two others protruded from the water—such a sight as was probably never witnessed, before or since, upon the island.

Sunday night, December 18th, schooner "Enterprise," from Boston to Baltimore, with a cargo of plaster and furniture, dragged both anchors, went ashore on the outside of Great Point, and went to pieces.

1842.

Sunday night, April 17th, brig "Lion," Patterson, of and for Bowdoin, Me., with a cargo of molasses, went ashore on the west end of the island in a fog, and remained there until the next day at noon, when she was got off with the assistance of men from town, after staving a part of the cargo.

Sunday night, November 1st, a large ship, the "Washington," Adams, of Newburyport, from Havana, with sugar for Bremen, via Boston, struck on the Old Man, but got off leaking badly, took a pilot from here and proceeded to Boston.

Friday night, November 11th, schooner "Cincinnatus," Whitmore, from Boston to Philadelphia, with a cargo of molasses, in putting into this port, struck on the bar and was obliged to stave part of her deck-load (about 57 hogsheads,) when she got off and came in to the wharf, having sustained but trifling damage.

Monday, November 21st, whaleship "Ontario," Gibbs, from the Pacific Ocean, with 2100 barrels of sperm oil on board, struck on Tuckernuck Shoal, but got off the next morning, after discharging 200 barrels into lighters.

Sunday morning, November 27th, ship "Joseph Starbuck" left this port with a favorable breeze, in tow of steamer Telegraph, bound to Edgartown, where she was to load and proceed on a whaling voyage. There were on board, in addition to the full complement of hands belonging to her, a number of ladies who were intending to accompany their friends to Edgartown before taking final leave of them. The wind however soon came out ahead and blew so strongly that the steamer could no longer make any headway. The towlines were then loosened and the ship came to anchor within about a mile of the lightboat stationed on Tuckernuck Shoal, while the steamer returned to the wharf. In the afternoon the wind increased to a gale and the ship rode so violently, having of course but little ballast on board, that one chain cable after another parted, and she drove furiously from her moorings in an easterly direction. To prevent her going to sea in her then unprepared condition, the mizzen-mast was cut away, the foresail set and every effort made to return to port; but so tremendously was the gale blowing from the northwest that the attempt failed and the ship drifted toward the eastern extremity of the Bar until midnight, when she struck and rolled over in the trough of the sea, the waves breaking over her frightfully and sending volumes of spray far above the mast-head. In this predicament she was discovered from town, at daybreak next morning, on her beam ends, her single sail still offering a mark for the rude blasts of the hurricane, and her hull with its living freight, lifting and falling with crushing force with every rolling billow. Of course, it was immediately resolved in town to put forth every possible effort to save the lives of those on board, and before 9 o'clock steamer Massachusetts, manned by a party of volunteers (among whom was the Rev. John S. C. Abbott, then pastor of the North Congregational Church,) was on her way to their relief. To many it was a hopeless adventure; the wreck lay about four miles from town, and two miles from the nearest strand. The sea upon the farther edge of the Bar where she lay and

upon the vast extent of shoals near by ran, almost mountains high, now rising into columns of angry foam and anon leaving the subjacent ground nearly bare of water, and the attempt therefore seemed to many an act of folly or desperation. Nevertheless, the steamer, under the skilful management of her captain, Lot Phinney, plunged through the accumulated perils before her, and in half an hour, was made fast to the lee side of the ill-fated vessel by a warp necessarily of considerable length. Her paddles were then kept backing sufficiently to keep the line taut, and the people on board the ship, to the number of thirty-five, were taken off by means of a single whale-boat, which passed to and fro no less than five times, transferred to the steamer, and returned to their friends in to town. They had endured extreme suffering, and the most intense anxiety for the previous fifteen hours. As soon as the ship struck and lurched over, the cabin floor was covered with water. They had then no shelter; and the weather was so excessively cold that the decks and rigging of the ship were coated with ice. They could not have survived a great while longer. The "Joseph Starbuck" was a beautiful and highly valued ship. She was built at Brant Point in 1838, of live oak, and was copper fastened, had made but one voyage, and had now been fitted out for a second in the most liberal manner. The vessel alone was insured for \$24,000. The ship eventually went to pieces, nothing of any material value being saved.

Wednesday morning, December 28th, schooner "Fort Hill," Baker, of and from Wilmington, Del., for Boston, in entering this port, struck on the Bar and disabled her rudder. She was got off and brought to the wharf leaking.

1843.

Monday night, March 6th, schooner "Maize," Pillsbury, from Thomaston to New Haven, with a cargo of lime, went ashore on the northeast part of Muskeget. The crew landed on Tuckernuck.

Thursday night, March 16th, schooner "Amazon" capsized and sunk alongside of the Commercial wharf during a severe gale.

Same time, schooner "Minna," broke from her fastenings and went ashore on the beach, and several other vessels tore from the wharves, but sustained little injury.

Wednesday, March 15th, the schooner "Mary Francis," Kempton, from this port for Boston, grounded on the Bar, but got off next tide and returned to the harbor; sailed again Thursday, 23d, again grounded on the Bar, and laid there until high water the next day, when she got off and anchored. The wind blew up, she parted one cable, slipped the other, and again went on to the Bar at 10 A. M. The crew came ashore in the afternoon, the sea breaking all over her at the time. They went aboard again in the evening and she got off.

Thursday, March 23d, the wreck of a ship, supposed to be the "Francis & Lovell," was fallen in with just west of Little Round Shoal, with topmasts just out of water. The vessel was sunk in five fathoms of water; probably struck on the Shoal on the 16th, and all on board perished.

Wednesday, November 8th, brig "Halcyon," Dean, from Pictou to Boston, with a load of coal, got on Tuckernuck Shoals, sprung a leak, had some of her sails blown away, got off again, and in attempting to enter the harbor, grounded on the Bar, where she remained until the following Friday afternoon, when, after throwing overboard some of her cargo, to lighten her, she was towed in to the wharf by the steamer.

Monday, November 27th, the schooner "Curlew," Gray, from Thomaston, Me., to New York, struck on the Bar, lost boat, jib, main boom, and partly cut away her mainmast; was obliged to throw overboard part of her deck load—about 30 casks of lime.

Same day, schooner "Mary Francis," Kempton, (before referred to—see March 15th,) of Belfast, Me., from Bangor to Newport, with a cargo of lumber and potatoes, went ashore on the east end of the island near Squam, during a snow squall. The vessel bilged and became a total wreck, but the cargo was saved, together with the sails, rigging, anchors, &c.

1844.

Friday, January 5th, schooner "Mexico," Webber, of and from Salem to New York with a cargo of palm oil, coffee, machinery, &c., struck on the Bar and foundered. The cargo was saved in a damaged state, but the vessel was a total loss.

Tuesday, January 23d, a large, full-rigged brig drifted by the east end of the island, with sails furled, apparently abandoned. A heavy wind and rain prevented boarding her from the shore. Next day steamer Telegraph went in search of her but failed to find her.

Saturday, January 27th, schooner "McDonough," Tucker, from New York to Eastport, with a cargo of beef, pork, lard, corn, flour, butter, &c., went ashore on Swile Island Shoal, near Tuckernuck. The cargo was landed on Tuckernuck and the vessel abandoned. She was subsequently got off and brought in here for repairs.

Same day, schooner "Mary Maria," Miller, from Thomaston, Me., with a cargo of 950 barrels of lime, went ashore between Smith's Point and Muskeget, when she was abandoned by the crew. She was subsequently towed in here February 17th by steamer Telegraph, after 550 barrels of her cargo had been thrown overboard.

Do., do., three-masted schooner "Richmond," Killborn, of Salem, from Georgetown to Boston, with a cargo of flour and corn, was in the ice near Muskeget, in distress, having lost cables and anchors, and being out of salt provisions and fuel. The following Thursday, February 1st, two anchors, each weighing about 2000 pounds, were carried to Eel Point and conveyed thence by sleds, on the ice, to Tuckernuck to be got off to her if practicable, but the ice prevented. Next day the wind changed and the ice went off, carrying the vessel with it, and leaving the captain and second mate ashore on Muskeget. The vessel had on board at the time eighteen men, eleven of whom were Nantucketers. She again got stuck in the ice off Cape Poge, and was towed into Edgartown February 8th, by steamer Telegraph. [Several other vessels were in the ice around the island.]

Do., do., brig "Voltaire," Bradbury, of Thomaston, from Savannah to Boston, with a cargo of rice, cotton, and hides, went ashore on Muskeget, but was subsequently got off.

Thursday, February 15th, brig "Dove," Soley, struck on the Bar, started her stern-post, and was run on to Coatsue Flats to keep her from sinking. On the 17th she was hauled off by steamer Telegraph and towed in to the wharf.

Thursday, March 14th, sloop "Portugal," Luce, from New Bedford to this port, came in over the Bar in a gale, ran aground on the Cliff Shoal and bilged. The mail and passengers were landed safely, also her deck load of oil, sails, furniture, &c. The vessel lay there on the shoal with the tide ebbing and flowing in her, until Saturday evening, the 16th, when she was towed in to the wharf, full of water, by steamer Telegraph, and repaired.

Sunday, March 24th, schooner "Exact," Folger, from Baltimore to this place, grounded on the Bar and filled with water. She was brought in here Tuesday, 26th.

Monday night, October 7th, schooner "Cambridge," from New York to Boston, while at anchor off Long Shoal, was completely dismasted in a severe northeast gale; slipped her cables next day and was towed into Edgartown by steamer Massachusetts.

Tuesday afternoon, November 5th, ship "Thames," Billings, from New York, with a cargo of plaster, at anchor off Tuckernuck Shoals, parted her cables and ran on to the Bar. She was abandoned by the crew, the sea at the time making a clean breach over her. She was got off and brought into port, after remaining on the Bar two days.

Monday, Nov. 25th, sloop "Charles," from Boston to Wareham, with a load of provisions, sprung a leak in the Sound, and in endeavoring to get into the harbor, struck on the Bar and bilged. She had three feet of water in her hold when she struck, and went to pieces that night. Her cargo was valued at \$10,000.

Wednesday night, November 27th, schooner "Caroline," Hartley, from New York to Boston, loaded with flour and steamboat machinery, ran into schooner "Addison," Yates, bound from Bristol, Me., to a southern port, on Tuckernuck Shoal, and sunk her. The crew of the "Addison" escaped to the "Caroline," which was run on shore to keep her from sinking. The vessel was a total loss, but her cargo was saved in a damaged condition. George W. Yates, pilot of the "Addison," perished on reaching the "Caroline."

Saturday night, November 30th, schooner "Pelon," from Holmes Hole to Boston, mistook the light on the Tuckernuck light-boat, for that on Point Gammon, and struck on the Horse Shoe. The crew stayed by her until 8 o'clock next morning, when, being unable to get her off and a storm threatening, they abandoned her and made for Hyannis. The wind shifted to the eastward, and she drifted on to Edgartown Flats.

Saturday night, December 7th, schooner "Harriet," of Sullivan, Me., with a load of lumber, came ashore at the south side of the island, with no one on board. Her papers showed that she was owned in Wrentham, and that James M. Blaisdell, was master. Her cargo was saved, and the vessel sold at auction. She subsequently went to pieces.

Wednesday morning, December 18th, schooner "Litchfield," Mooers, from Cuba to New York, with 150,000 oranges and 15,000 cocoanuts, went ashore at the south side of the island. The crew and a part of the cargo was saved, but the vessel went to pieces.

Wednesday afternoon, schooner "Jasper," from New York to Boston, having lost her decks, &c., in a gale, was run ashore on the Bar, bilged, and sunk.

Wednesday afternoon, brig "Brittania," Capt. Dill, from New York, with a cargo of iron, coal and dry goods, was run ashore on the Bar for a pilot, but after throwing overboard with the sea, she was brought off. The remainder was discharged, and the vessel was brought to the Bar for repairs.

Thursday, May 1st, schooner "Rise," slipped her cables, and the Bar unhung her.

Same day, schooner "Jasper," crossing the Bar, and filled her cabin with water, and got off.

Friday afternoon, a smack was seen, was thought that it was a schooner, but it was a point Rip in a gale. Various articles were picked up, but no one was seen. Sankaty Head.

Same day, a schooner, Hill, with a cargo of New York to Boston, a gale. All the crew, one man, were killed, remaining on the ship by a schooner, a

Sunday, June 1st, schooner "Jasper," got off slightly into Edgartown.

Tuesday, July 1st, schooner "Richmond," from Point, remaining there.

Friday, July 1st, schooner "New Castle," from New Castle, Me., to Boston, with a cargo of corn, tobacco, &c., the South Shoal.

Wednesday, a schooner was stranded on the Nantucket point, into the harbor.

Tuesday, Seaboard, of and from New York, with a load of goods, a short time after.

Wednesday, schooner "Staples," with a cargo of Tuckernuck Shoal, bilged on the Bar. The crew were rescued with great men, to whom the Society awarded a tract from a 1st agent, the late how one of the Fishery, the arrival of

"But sadness of tokens of approval whom it would be medal of the Society community so long up to the moment was abroad, and due life from destruction enquiry, and er? He met his those dangers to A short time since tant from our his boat he embarked, but ere he the sea, and he which he had so

The "Marine" ing water-logs, and finally was

Friday, October 1st, Stoddard, Edgartown, ashes, struck over and sunk masts out of from the mast some eight much exhausted

December

Harrington,

her deckload

the end of T

1845.

Wednesday afternoon, March 19th, the schooner "Jasper," Rich, of Machias, Me., from New York to Boston, with a cargo of paths, having lost cables and anchors, torn up decks, &c., in the Sound the previous night, was run ashore in the Chord of the Bay, bilged, and soon went to pieces.

Wednesday afternoon, April 9th, British brig "Brittania," of Pictou, Nova Scotia, Capt. Dill, from Glasgow, Scotland, bound to New York, with a cargo of bricks, pig iron, coal and dry goods, came down to the Bar for a pilot, beat over the outer Bar, after throwing overboard some bricks, and lay with the sea making a clean breach over her. Part of her cargo was discharged, and she was brought in here the following Monday. The remainder of her cargo was then discharged, and she had to go on the rail-ways for repairs.

Thursday, May 8th, schooner "Enterprise" slipped her cables, and in crossing the Bar unhung her rudder, and tore up her stern.

Same day, schooner "Silas Parker," in crossing the Bar, stove in her dead lights, and filled her cabin with water.

Do. do., sloop "Laura," with a load of oil from ship Potomac, grounded on the Bar and unhung her rudder, causing her to leak badly, but got off without further damage.

Friday afternoon, May 16th, the wreck of a smack was seen to drift by Sankaty. It was thought that she must have struck on Point Rip in a gale, and all hands perished. Various articles and parts of a vessel, probably belonging to the one above referred to, were picked up between Great Point and Sankaty Head.

Same day, a schooner belonging at Blue Hill, with a cargo of coal, bound from New York to Boston, struck on Round Shoal in a gale. All the crew, with the exception of one man, were lost. He was taken off, after remaining on the topmast forty-five hours, by a schooner, and carried to Sandy Point.

Sunday, June 29th, schooner "Christopher Mitchell" struck on Hedge Fence, but got off slightly damaged, and was towed into Edgartown by steamer Massachusetts.

Tuesday, July 3th, brig "Ocean," from Richmond to Sandwich, with a load of coal, struck on Point Rip, but got off again after remaining there some twelve hours.

Friday, July 18th, ship "Centurion," of New Castle, Me., bound from New Orleans to Boston, with a cargo of cotton, hemp, corn, tobacco, hides and staves, was lost on the South Shoals.

Wednesday, August 20th, brig "Lincoln" was stranded on Point Rip. She was sold to Nantucket parties, got off, and brought into the harbor.

Tuesday, September 2d, sloop "Fame," Riddell, of and from this port for Medford, with a load of empty casks, upset in a squall, a short time after leaving here, and sunk.

Wednesday, October 15th, brig "Mariner," Staples, from Bangor to Providence, with a cargo of lumber, struck on Tuckernuck Shoal, beat over, and stranded on the Bar. The crew, six in number, were rescued with great difficulty by a party of twelve men, to whom the Massachusetts Humane Society awarded medals. The following extract from a letter written by their local agent, the late Philip H. Folger, Esq., shows how one of the rescuing party, Capt. Melitiah Fisher, met an untimely death before the arrival of the medals:

"But sadness comes over me, when I count these tokens of approbation, and recollect that one, to whom it would have been my pleasure to convey this medal of the Society, has met that fate which this community so long anticipated. From my boyhood up to the moment of his untimely death, when danger was abroad, and one was needed to rush in and rescue life from destruction, there was but one unanimous enquiry, and that was, 'where is Melitiah Fisher?' He met his death, as you are aware, by one of those dangers to which his whole life was exposed. A short time since, a vessel was seen some miles distant from our harbor, in want of a pilot. Alone in his boat he embarked to render her the assistance required, but ere he reached her, his boat foundered in the sea, and he met a grave in that element over which he had so often rode in its wildest fury."

The "Mariner" was an old vessel, and being water-logged by leaking, worked badly, and finally went to pieces.

Friday, October 17th, schooner "Meridian," Stoddard, of and from Hallowell to Edgartown, loaded with provisions and ashes, struck on Tuckernuck Shoal, drifted over and sunk, leaving only the head of her masts out of water. The crew were taken from the masts by sloop Laura, of this place, some eight or ten hours afterwards, very much exhausted.

December 16th, schooner "Banner," of Harrington, Me., was dismasted and lost her deckload of lumber while at anchor on the end of Tuckernuck Shoal.

1846.

Wednesday, February 4th, the schooner "Sophia," Conway, of and for Salem, from Para, with a cargo of hides, India rubber, madder, tapioca, &c., came ashore at the south side of the island, between the Hummock and Long Ponds. The cargo, with the exception of the hides, was about all saved. The vessel was purchased as she lay on the beach by John Cook and others, got off, repaired, and used for whaling.

Saturday, March 14th, ship "Earl of Eglington," Capt. John Niven, of Greenock, Scotland, bound from Liverpool to Boston, with a cargo of 300 tons of salt, 100 tons of coal, 50 cases of copper, and 50 bales of dry goods, struck on the South Shoal. She let go her anchors and drifted shoreward, until 2 o'clock, when she struck on the "Old Man." As she began to leak badly, captain Niven beached her near Nobadeer Pond, at 8 A. M., with six feet of water in her hold. The sea immediately made a clean sweep over her. At this juncture, two boats, each containing four men, put off from the ship. One of them, when near the undertow, upset, and two of the occupants were drowned. The other two were rescued by Capt. Matthew Crosby and Watson Burgess, who were the first to reach the scene of disaster. and

rushed into the surf, each rescuing a man, at the imminent risk of their own lives. Capt. Burgess was struck by the boat, knocked down, and would have been drowned had it not been for the precaution taken by Capt. Crosby, of securing him to himself by a line fastened round the waist. The other boat on coming round the ship's stern, immediately upset, and all the occupants were lost. A large number of people soon arrived from town, and by means of pantomimic efforts, the people on board were induced to launch an oar with a line attached. This came in shore as far as the first rollers, when, by means of a bluefish drail skilfully thrown over the floating oar, it was hauled ashore. To this, a larger rope was attached, and a little piece of paper containing instructions was carefully wrapped up with rope yarns, and fastened on. This was then hauled on board the vessel, the directions noted, and in pursuance with them, a heavy rope cable was made fast to the timber heads on the fore-castle, hauled taut, and made fast to a stake in the beach. A sort of sling, capable of holding one man, was then improvised by attaching a pair of hames to a travelling noose under the cable, having a line fast at the ship and shore ends, and by this means the remainder of the crew were safely landed. When Capt. Niven came ashore, the noose gave way, and he dropped into the water, but fortunately he was near the shore, and was rescued by the active exertions of Capt. Crosby. For three days the sea raged so high that no boat could approach the wreck. The ship and cargo were a total loss. She was a staunch vessel of 519 tons burthen, and but eighteen months old.

Wednesday, July 1st, schooner "Robert G. Shaw," Matthews, from New Orleans to Boston, with a cargo of cotton, corn and lard, came ashore on Smith's Point, but was got off, after discharging about 200 bales of cotton.

Tuesday, September 15th, brig "William," Tory, of Frankfort, Me., bound to Fall River, with a cargo of coal, struck on Great Point Rip, got off, went ashore near Capaum Pond and sunk. About 50 tons of coal were discharged, and the vessel, with the remainder of her cargo, sold for \$107.50. She was subsequently raised and taken into the harbor by the camels.

Thursday, October 22d, schooner "Charles Henry," Coombs, of Bucksport, Me., from Bangor to Providence, struck on Great Round Shoal. The crew, with the exception of the cook, who was hurt and drowned, were taken off by schooner Sea Serpent, of Falmouth. The vessel was subsequently gotten off by Capt. David G. Patterson, and towed in Powder Hole, but was too badly broken up to be repaired.

Saturday, November 21st, brig "Old Colony," Walker, from Matanzas to Boston, with a cargo of sugar, struck on Pochick Rip. After letting go an anchor, the crew took to their boat and landed at Siasconset, where they were kindly cared for. One boat's crew, commanded by Capt. Charles H. Coleman, and another by Valentine O. Holmes immediately put off and anchored, as near as they could judge, in the vicinity of the vessel, in order to board her at daylight; but when morning came, they could discover nothing of her. In letting go their anchor, they failed to pay out line enough, and the vessel had lifted her anchor with the rise of the tide and floated off. She was seen drifting about to the eastward of the island by vessels at various times, for several days, but finally disappeared, having probably gone to pieces.

Monday, November 23d, schooner "Susan & Jane," Luffman, of Deer Isle, from Bangor to this port, with a load of lumber, anchored off the Bar in a gale. Both masts were cut away and finally her cables were slipped, and she drove over, went ashore on Brant Point, and went to pieces.

Same day, schooner "Elizabeth," Piper, from Camden, was also anchored back of the Bar, leaking, with her spars cracked, and a signal of distress flying. She was boarded, at the imminent risk of their lives, by a crew in a whaleboat, consisting of John D. Brokaw, John H. Whittier, William Maloney, William Thompson, Michael Shields, and Joseph Francis, who took off the crew.

1847.

Saturday, March 27th, schooner "Silvae," Ireland, of Egg Harbor, with a load of coal, came ashore at the west end of the island near the head of Hummock Pond. The cargo was mostly saved, but the vessel went to pieces.

Friday, September 10th, schooner "Ramblor," Wilson, of Boston, from Franklin, Me., to New Bedford, loaded with lumber, came ashore on Great Point. She was subsequently got off and towed into the harbor.

Monday, November 8th, schooner "Dean," Powers, of Scituate, from St. Jago to Boston, came ashore on Great Point, but was subsequently got off, having sustained but little damage.

Monday, November 15th, British brig "Lady Young," Knox, from Sydney, Cape Breton, to Boston, put in here in distress, having encountered heavy gales, and lost some of her sails, besides being short of food and water.

Friday, December 17th, ship "Louis Philippe," of the New York and Havre packets, with a cargo valued at half a million dollars, grounded on the Old Man, beat over and anchored off Forked Pond. Parties remained on the beach all night with two whaleboats in readiness to board her should she come ashore, which she was momentarily expected to do. Steamboats Massachusetts and Telegraph were sent to her assistance next morning, and she was towed into Edgartown by the two steamers.

Tuesday, December 28th, schooner "Walcott," Ryder, from Boston to New York, struck on the Old Man, got off, and was run ashore at Low Beach. She was subsequently hauled off by steamer Telegraph.

1848.

Tuesday, February 1st, sloop "Portugal," (mall packet,) Luce, from this port to New Bedford, went ashore on the north side of the island, near the head of Long Pond in a gale, but was subsequently got off. The "Portugal" was capsized just two weeks before near Palmer's Island.

Saturday, August 19th, brig "Charlotte," Sherwood, of Portland, from Portsmouth to Philadelphia, in ballast, was thrown on her beam ends in a gale, let go both anchors, parted chains, beat over Tuckernuck Shoals and the Bar, and got into the harbor, having lost anchors, chains, jib, trysail, false keel, etc.

Tuesday, November 21st, schooner "Brutus," of Harwich, was fallen in with adrift off Siasconset by schooner Mary & Emma, of this port, and brought into the harbor.

Schooner "Atlas," of Yarmouth, was also boarded about 25 miles south of Sankaty, having lost rudder and part of stern. She was partly full of water, and had driven to sea from Bass river the day before.

1849.

Tuesday afternoon, January 2d, brig "W. T. Dugan," Kelley, bound from Boston to New York, in ballast, having anchored in the sound some ten miles off, parted one chain in a heavy blow, making it necessary to cut away the foremast, and this, in falling, carried the mainmast with it, leaving the brig dismantled. She rode by one chain all night, much bound up with ice, and until noon the next day, when she parted that and put away for this port. She grounded on the Bar and remained there several hours, when the tide having risen, she was towed in to the wharf by steamer Massachusetts. The crew suffered considerably from the intense cold.

Wednesday night, January 10th, schooner "Abbott Lawrence," Allen, from New York to Boston, with an assorted cargo, while at anchor in the sound, struck on Cross Rip, when her chain was slipped, her masts cut away, and part of her cargo thrown overboard, after which she drifted off the Rip into deeper water, let go her small anchor, and hung by it until Friday afternoon, when she was taken in tow by a couple of schooners, and carried into Holmes Hole.

Thursday morning, April 5th, ship "Colchis," Arthur, from Valparaiso to Boston, with a cargo of copper ore, hides, wool, &c., valued at upwards of \$150,000, struck on Fishing Rip shoal, off Nantucket. The crew took to their boats, intending to land on the island, but were picked up by a smack and carried into Edgartown. The ship was fallen in with next day by three New London smacks, who put a crew aboard and she was taken into New London. They received about \$25,000 salvage.

Thursday afternoon, October 18th, brig "Leolah," Morton, of Newcastle, Me., from Philadelphia to Boston, with a cargo of coal, struck on Round Shoal and immediately bilged. The crew took to their boat and landed on Great Point. The wind blew very strong and the vessel probably went to pieces that night. The crew saved nothing but their boat, which was sold at auction for \$20.

Monday evening, October 29th, bark "Cornwallis," Newman, from New York to Sydney, Cape Breton, with a cargo of 550 bundles of hay, flour, &c., came ashore at the southwest side of the island, near the head of Long Pond. The wind blew very heavy from the southwest during the night, and the vessel drove so far up on the beach, that persons could go between her and the shore without getting wet. The vessel was struck and the cargo discharged, the hay coming most opportunely, as the farmers were all out. The vessel was hove off the 16th of November.

1850.

Thursday morning, March 21st, schooner "Marty Maria," Perkins, of Bangor, for Charleston, S. C., with 800 casks of lime, went ashore in the Chord of the Bay. She sprung a leak, had four feet of water in the hold, and the cargo took fire. She was stripped of sails, rigging, &c., and her hull sold at auction and broken up.

Same day, schooner "Dolphin," from St. John's to New York, with a cargo of lumber, went ashore in the Chord of the Bay and bilged. Her cargo was discharged and she eventually went to pieces.

Sunday morning, July 14th, schooner "Myrtle," (120 tons burthen) Thompson, with a cargo of flour, vinegar and candles, from New York to Halifax, ran ashore on Smith's Point. The crew and cargo were saved, but the vessel became a total wreck, and with the sails, rigging, cables, anchors, &c., was sold at auction for \$275.

Sunday morning, September 8th, schooner "Marinah," Bryant, came ashore at the east side of the island in a severe southeast storm. She was bound from Boston to Philadelphia, in ballast, and eventually went to pieces.

Same day, brig "Mary Perkins," Chase, from Pictou to Wareham, with a load of coal, went ashore on the flats at the northeast of Tuckernuck, but got off after throwing overboard 30 tons, and discharging the most of the remainder into lighters.

Monday, September 9th, a dismantled schooner, supposed to have been loaded with lime, was seen on fire about five miles northeast of Sankaty. A boat was sent to her from a brig near by, and probably took off the crew.

Wednesday, October 9th, schooner "Richmond," Kelley, with a cargo of coal, came ashore on the southwest side of Muskeget, but was got off the following Friday, after throwing overboard and discharging into lighters a quantity of coal. Damage to the vessel slight.

Saturday morning, November 9th, schooner "Albion Cooper," Capt. A. W. Gibbs, of Pittston, Me., from Saguenay River, bound to New York with a load of lumber, came ashore in a northeast gale near the end of Great Point, where she remained all that day with the sea making a complete breach over her, preventing anyone from boarding or leaving her. The following day the captain, his wife and one lady passenger landed and put up at the lighthouse. A portion of the lumber was discharged into lighters, and the vessel was got off on the following Friday.

Monday evening, November 18th, schooner "Homer," of Bath, Me., Capt. Webb, from St. Mary's to Portland, came ashore on Smith's Point Island, with a cargo of timber and turpentine, in a heavy gale. One seaman was washed overboard and drowned. The rest, with the assistance of people from Tuckernuck, got ashore safely. The vessel being driven well up on the beach, was raised up bodily by means of powerful screws, placed upon some "ways" constructed there on the beach, repaired, and launched July 30th, 1851, and towed into the harbor. She was altered into a brig and fitted out from here as a whaler.

Same day, schooner "Nantucket," Pendleton, from New Haven to Bangor, came into the harbor and anchored during the gale. She dragged ashore on the east side of the harbor and remained there until the following Friday, when she was got off, having sustained no damage.

Tuesday morning, November 19th, schooner "Eliza Hupper," Robbins, of Machias, Me., from Philadelphia to Boston, with a load of coal, drove ashore on Smith's Island Rip in a gale, and finally went to pieces. The crew were taken off Wednesday afternoon, much exhausted, having been in the rigging thirty-six hours. An attempt had been made to reach them the day before by two boats from Tuckernuck, but without avail.

Same night, schooner "Clarissa," Griffin, from Stonington to Searsport, Me., light, mistook the light on Great Point, for that of the lightboat, and ran on to the end of the Point, and remained there until Friday noon, when she was got off and taken into the harbor.

Monday morning, December 9th, ship "Jacob Perkins," (380 tons) from Manila to Boston, with a cargo of hemp, sugar and indigo, came ashore on Smith's Point Island. A portion of her cargo was discharged into steamer R. B. Forbes, sent to her assistance, also spars, rigging, &c., and she was eventually hauled off.

Thursday, December 12th, the schooner "George Washington," Chase, from this port to Boston, with a cargo of oil and candles, grounded on the Bar, sprung a leak and nearly filled with water. She was freed by pumping and bailing, and towed back into the harbor. Only a few boxes of candles were injured.

1851.

Saturday morning, March 1st, British brig "Jane," Monagle, from Alexandria to Halifax, struck on Nantucket Shoals, broke her rudder frons, sprung a leak and was run on shore at the southeast side of the island, with four feet of water in the hold. The cargo was saved in a damaged state and the vessel eventually went to pieces.

Thursday night, May 22d, British brig "Alexander," Weatherhead, of Newcastle, Eng., from New York bound to St. Johns, N. B., in ballast, came ashore at the south side of the island in a thick fog, where she remained until Monday afternoon, the 26th, when she was got off.

Saturday morning, May 31st, ship "Jacob A. Westervelt," Hoodless, from Liverpool to New York, with 800 passengers on board, grounded on the South Shoal, and remained there till 10 o'clock that night. Steamer Massachusetts went to her assistance and put David G. Patterson on board, as pilot, who got her out of her dangerous position and took her to New York.

Wednesday night, June 11th, brig "Isaac Carver," of Searsport, Me., from Philadelphia to Boston, grounded on Tuckernuck Shoal, and remained there until Thursday night, when she was hauled off at high water by steamer Massachusetts.

Wednesday, October 15th, brig "Corinth," from Cadiz to Beverly, with a cargo of 600 tons of salt, came to anchor off the east end of the island, having struck on some of the shoals and carried away her rudder. She was towed into Edgartown next day by steamer Telegraph, leaking 1000 strokes per hour.

Monday night, November 27th, schooner "Vintage," Barse, from Boston to New York, with a cargo of plaster, slipped her cables while at anchor in the sound during a gale, run into this port and went ashore at the west side of the harbor. Part of her cargo was thrown overboard before reaching the Bar, and the remainder of it after the vessel went ashore. She was got off the next day, and taken to the wharf.

Monday, December 1st, brig "Lucy Ellen," Smith, from Bangor to New Haven, with a load of lumber, struck on Great Point Rip during a gale, beat over and came ashore at the east end of the island. The crew were saved; but the vessel and cargo were totally lost.

Same day, schooner "Mary George," Gilchrist, from Thomaston, Me., to Charleston, S. C. with a cargo of lime, dragged on to Tuckernuck Shoal and bilged. The captain, his wife, and crew of six men took to their boat and landed at Great Point in the evening. The vessel was totally lost.

Do. do., schooner "Alcanor," Hicks, from Bangor to New Haven, with a load of lumber, parted her chains in the sound and went ashore near Great Point light, with loss of part of her deck load; but she was subsequently got off.

Monday night, December 15th, schooner "Wellington," Baker, of Yarmouth, with staves, from Albany, broke from her anchor near the Bar, run on to the flats near Eel Point, and bilged. Her deck load of about 6000 staves was taken off by a lighter, but the vessel was entirely swept away during a succession of heavy gales the following month.

Thursday morning, December 18th, English ship "British Queen," Conway, eight weeks from Dublin, with 226 emigrants on board, struck on one of the shoals or rips near Muskeget. When first discovered, she had fore and mizzen masts cut away and a signal of distress flying. Attempts were made to board her that day, but it was too rough. The next morning steamer Telegraph with two sloops in tow, went to her assistance. The sufferings of those on board Thursday night were very severe, and two died. The schooner brought the crew and passengers to town, where they arrived late in the afternoon, sick and diseased from long confinement in a filthy steerage, and presenting a picture of suffering and destitution, having lost everything but what they stood in. The room of Engine Company, No 8, Pantheon Hall, and Sons of Temperance Hall were thrown open for the reception of the sufferers, and everything was done by the Selectmen and citizens for their comfort. Food and clothing were generously contributed, and all were kindly cared for—some in private families. The most of them left the island the following Thursday. The hull and effects of the vessel were sold at auction for \$290, but were entirely swept away during a succession of heavy gales about the middle of the following month.

1852.

Sunday night, January 11th, brig "Macon," Atkins, from Savannah to Boston, with 630 miles of cotton, struck on Pollock Rip, sprung a leak, and anchored off the east side of the island with a signal of distress flying. Eight men were put on board to assist in pumping her, provisions were sent her by the wreck agent, and she proceeded on her voyage next afternoon.

Wednesday morning, February 12th, ship "Shanunga," (546 tons) Patten, from New Orleans to Boston, with 1823 bales of cotton, came ashore near Tom Never's Head, in a thick fog. Most of the cargo was discharged, the ship pumped out, and unsuccessful attempts made to get her off. She was finally stripped and her hull sold at auction for \$100. Laborers received \$4.50 per day discharging cargo; also for carting, \$1.20 per bale—\$2.40 per wet bale.

Wednesday, March 3d, sloop "Tawtemeo," from New Bedford, in coming in over the Bar, broke her tiller and grounded on Coatue Flats. Her cargo was discharged into lighters and the vessel got off.

Friday, April 9th, schooner "Louisa,"

Stevens, of Plymouth, from Baltimore to East Cambridge, with 80 tons of coal, went ashore on Tuckernuck Flats and filled with water. The crew landed at Tuckernuck. The vessel split in two and went to pieces.

Thursday night, April 22d, schooner "Sterling," Parsons, of Bangor, from Portland to Portland, with a cargo of coal, went ashore on Skiff's Island, near Muskeget, in a heavy sea running. They mistook the light for Gay Head.

Sunday night, May 30th, brig "Souther," Atkins, from Mobile to Boston, with a cargo of cotton, hides and staves, mistook Sanka-of light for Gay Head, and run through Muskeget Channel, supposing it to be South side of Muskeget, and remained there about four hours. Steamer Massachusetts went to her assistance and put a pilot aboard, who took her to Boston.

Wednesday afternoon, June 2d, ship "James W. Fannin," Norris, from Boston to New York, in ballast, struck on Great Point Rip, but got off at high water, and proceeded on her voyage.

Wednesday evening, August 4th, schooner "Union," Foster, of Danvers, from Philadelphia to Boston, with a load of coal went ashore on the south side of Smith's Point Island. A portion of the cargo was saved and the vessel broken up.

Friday evening, December 24th, bark "Forrest Prince," Foster, from New Orleans to Boston, with an assorted cargo of hides, tallow, beef, pork, lard, molasses, flour, corn, cotton, &c., came ashore at the south side of the island at the head of Long Pond. The captain, supposing himself some forty miles off shore, ran aground within 300 feet of the shore. The vessel stuck fast in the sand and bilged, and eventually went to pieces. The cargo was about all saved. The bark was a new one of 850 tons burthen.

Wednesday morning, December 29th, brig "Isabel," Bryant, from Machias, Me., to New York, with a load of lumber, slipped her cables in the Sound, and went ashore at Great Point. Her deck load was thrown overboard and she was hauled off by steamer Telegraph and towed into the wharf the following Monday.

1861.

Tuesday afternoon, February 12th, brig "Velocipede," McDonald, of and for Halifax, from Glenfuegos, with a cargo of molasses, came ashore at the south side of the island, between the heads of the Hummock and Long Ponds, in a thick fog. The captain, his wife and the crew landed with difficulty and obtained shelter at a farm house. The vessel became a total loss, but a portion of the cargo was saved.

Wednesday, March 20th, ship "Liverpool Packet," (1000 tons burthen,) Capt. Crosby, from Liverpool to Boston, with a valuable cargo of assorted merchandize, struck on some of the rips at the eastward of the island, dropped her anchor, dragged and finally cut away her masts. Still continuing to drag, she slipped her cable, and drifted until she struck on the Old Man. After remaining there some time, she beat over, and her kedge anchor was dropped, which brought her head to the wind. She had on board twenty steerage passengers besides the captain's wife. The captain supposed himself on the north side of Massachusetts Bay, when she struck. As soon as the vessel was discovered the Island Home went to her assistance and towed her into Edgartown.

Saturday night, June 8th, brig "Jaffa," Douglass, of Maitland, N. S., from Sydney, C. B., to New York, with a cargo of 210 tons of coal, struck on the Old Man and bilged. The crew took to their boats and landed at Siasconset Sunday morning. The vessel either went to pieces, or beat over into deep water and sunk, as nothing more was ever seen of her.

Monday morning, December 2d, (at 2 o'clock) brig "May Queen," Capt. E. S. Giles, with a cargo of molasses, sugar and honey, came ashore at the south side of the island near Low Beach. After several fruitless attempts to send a line from the vessel to the shore, a bluefish line was thrown from the shore to the vessel, and by this a large line was drawn from the vessel to the shore. By this time, however, the life boat arrived and got near enough to the vessel to rescue the captain and crew, who were taken off in an exhausted condition. The spars, sails and rigging were saved, also most of the cargo. The hull was sold at auction for \$42 and the balance of the cargo for \$9.

Tuesday, December 17th, schooner "Stella," Falt, from Baltimore to Boston, with a cargo of meal and corn, struck on some of the shoals after coming through Muskeget Channel, beat over and anchored near Eel Point. She was piloted into the harbor and repaired on the marine railway.

1862.

Monday night, February 24th, brig "Demarara," Cunningham, of and for Boston, from Remedios, Cuba, with a cargo of sugar and honey, broke from her anchorage under Cape Poge, and drifted on to the flats about four miles north of Eel Point. Owing to the gale the following day it was impossible to board her, but on Wednesday she was boarded by a boat's crew from Tuckernuck and found all right and the crew comfortable. The vessel floated on Thursday after discharging a part of her cargo.

Sunday morning, April 17th, fishing schooner "Elisha A. Baker," of Dennis, which had put in here in a storm the previous Tuesday with 1300 codfish in her well, on her passage out, struck on the Bar and sunk. Her ballast was taken out, she was hauled off, taken on to the railways and repaired.

Saturday, December 21st, the schooner "Moses Warrenton," Ray, of Bangor, with a load of coal, went ashore on the west side of Great Point.

At the same time and place, schooner "Agmear," Hall, from Cornwallis, N. S., for New York, with a load of potatoes, also went ashore. Both the above vessels eventually got off.

Sunday morning, April 5th, schooner "America," Nugent, from Cornwallis, N. S., for New York, with a cargo of potatoes, was driven ashore at the Haulover, between Squam and Koskaty in a heavy gale. The crew landed in safety at low tide. Her cargo was discharged and the vessel sold as she lay for \$365.

Monday morning, April 21st, bark "Elwine Frederick," Capt. Carl Zebel, from Cardiff, Wales, to New York, with a cargo of coal, struck on Great Point Rip in a thick fog. She was boarded by Capt. David G. Patterson and Aaron Coffin, who, at imminent risk of their own lives, succeeded in rescuing the crew, fourteen in number. The vessel soon after broke up, and large quantities of the wrecked material drifted ashore at the north side of the island. The vessel was three years old, and one-half owned by the unfortunate captain.

Thursday morning, August 27th, a large schooner of about 260 tons, was discovered from town sunk on Tuckernuck Shoal with the crew in the rigging. Soon after, a passing propeller took off the crew. Schooner Rainbow, of this place, was dispatched to her and found her sunk in five fathoms of water. Some of her sails and rigging were taken off.

Monday, October 26th, brigantine "Scotland," Cormichael, with a cargo of coal, struck on the shoal grounds at the northeast of the island, and sprung a leak. Fearing she would soon founder, the captain, crew, and one lady passenger took to their boats. The smaller boat, containing three men, soon foundered. The men were rescued and taken into the larger boat, which returned to the vessel, and remained under her lee until daylight, when they started for our eastern shore, landing near Squam head at about 1 o'clock in the afternoon. The lady fainted while the boat was in the surf from exhaustion, caused by exposure and loss of sleep. She was conveyed to the farm of Elijah Luce and kindly cared for. The weather was too severe to go to the vessel

that day, and on visiting the spot the following day it was found that the vessel lay sunk in twenty fathoms of water. She was three years old and about 300 tons burthen.

Saturday, November 20th, bark "Sarah A. Nichols," Capt. Nichols, of Searsport, Me., from Elizabethport to Portland, struck on Great Point Rip, and soon after broke up. The captain's wife, and child, eight months old, servant, first mate and two of the crew, who had got into the boat, had to be cut adrift in order to save the boat from sinking alongside. The captain, second mate and three men who remained on the quarter deck, floated off with it after the vessel broke up, and with the loss of one man, were picked up by a smack and carried into Edgartown the next day. In the list of passengers who arrived in Boston on the steamship Africa from Liverpool the middle of the following January, appeared the name of "Mrs. Nichols, infant and nurse," probably the wife and child of Capt. Nichols.

Tuesday morning, December 8th, during a severe gale from the northwest, with snow, schooner "Volant," (250 tons burthen) Dodge, from Bangor to Washington, with a load of lumber, broke from her anchorage in the sound and went ashore on the east end of the Bar at about 10 o'clock. She was discovered from town, and Capt. Alexander B. Dunham, with a boat's crew, started to the relief of the shipwrecked mariners. On arriving out they found it too rough to go alongside, but foreseeing this, they had provided themselves with a fishing boat, in which he and three others embarked, leaving the sail boat anchored about half a mile distant. The sea was making a clean breach over the vessel, which had by this time become so iced up that the crew were unable to leave in the usual manner, but were taken on board by means of a line, and then transferred to the larger boat, and landed at the wharf in safety. On the following Sunday, the vessel having become sufficiently lightened, was towed in from the Bar by steamer Island Home.

Friday, December 11th, schooner "Odesa," Capt. Thomas Amos, from St. Johns to Newport, with a load of lumber, was found water-logged in the sound and boarded by Alexander B. Dunham, from steamer Island Home, who took off the crew, five in number. They had been in the rigging forty-eight hours without food or water, and had their hands and feet frozen. They were kindly cared for on board the Island Home, the crew of the steamer giving up their own food to the crew of the vessel. On her return, the steamer towed the vessel to the Bar, and on the following Sunday, being favored by an unusually high tide, towed her and the "Volant," mentioned above, into the inner harbor.

Tuesday, December 15th, the schooner "Clara," Crowell, of Dennis, from Baltimore to Boston, with a valuable and assorted cargo, came ashore on Great Point with no one on board. It appeared from the captain's statements, that having been unable to get an observation, they got among the shoals lost anchors and chains, beat across several shoals and were about to go on another, when they took to their boat and landed on Chappaquiddick Island near the Vineyard. The vessel brought up on Great Point, but was got off the following Tuesday and towed into Holmes Hole for repairs by steamer Island Home.

Monday morning, January 4th, schooner "Gen. Knox," Barter, of Thomaston, Me., from Hampton Roads to St. Johns, N. B., with a load of white oak ship timber, went aground on the shoals west of Muskeget. Steamer Island Home went to her assistance, and towed on her till after high water, but did not succeed in getting her off. A schooner was immediately dispatched to lighten her of her cargo, but the weather being thick, she grounded on the Bar and did not reach her. By the assistance of a company of men from Tuckernuck, the vessel was got off Tuesday at high water and proceeded on her voyage the following Thursday.

Friday night, January 15th, schooner "Gen. Peavey," of Maine, from New York to Pembroke, Me., with a cargo of pig iron, struck on Tuckernuck Shoal, causing her to leak badly. She was taken in tow by steamer Island Home next morning and carried to Holmes Hole.

Wednesday, March 23d, a vessel with no one on board came ashore near Muskeget, having probably broken away from the other side, and driven over in a severe gale.

Monday, April 4th, British bark "Eleanor," Brothers, from Cardiff, Wales, to Portland, with a cargo of hemp and coal, struck on the shoals off the head of the harbor. Three unsuccessful attempts were made to board her from the shore, the boat being swamped each time and finally stove by the violent surf which rolled upon the beach. In the mean time, however, the ship's company landed on the beach in their own boats, bringing a few personal effects, nautical instruments, &c., leaving the vessel at anchor leaking badly. The Island Home on her arrival went out to her, took her in tow, and carried her to Hyannis, where she sunk near the breakwater. Had it not been for the steamer's services, she would have sunk at her anchors and been totally lost.

Wednesday morning, April 13th, at 3 o'clock, schooner "Jennie Morton," Averill, of Baltimore, from Matanzas to Portland, with a cargo of sugar and molasses, struck on the Bar off Smith's Point near the creeks. The captain mistook Sankaty light for Gay Head, having had no observation, and struck about 300 yards from the shore. The vessel was subsequently kedged off, after staving her deck load of 30 hogsheads of molasses.

Sunday, April 17th, schooner "William Jones," from Baltimore to Portland, with a load of coal, ran ashore on the end of Great Point. She was got off the following Wednesday, parted her chains in the gale that day and had to be run ashore in the bay.

Same day, two schooners grounded on Great Point Rip, but were soon got off and proceeded on their voyages. These disasters were occasioned by the absence of the Cross Rip lightship, she having broken from her moorings in a gale a few days previous and drifted ashore on Cape Poge.

Tuesday, May 31st, at 12 o'clock at night, schooner "Gazette," Chandler, of and for Boston, from Philadelphia, with a load of coal, struck on Great Point Rip, but was got off next day and proceeded on her voyage, leaking a little.

Friday morning, June 3d, at 1 o'clock, brig "Sea Lark," O'Neal, of and for Boston, from Nuevitas, with a cargo of molasses and sugar, grounded on Tuckernuck Shoal, and remained there until 10 o'clock, when she was got off and proceeded on her way.

Wednesday morning, November 9th, brig "Jacinto," from Cienfuegos, Cuba, bound to Boston, grounded on Great Point Rip, but was got off at night, and left the Bar for Hyannis next day.

Sunday night, March 26th, schooner "Annie Caroline," run into the Handkerchief Shoal lightship, and was so badly damaged that she sunk soon after. The crew took refuge on the lightship, and were taken off next day by steamer Island Home. The vessel was stripped and wrecked.

Saturday morning, June 10th, English ship "Stadacona," Stewart, in ballast, came ashore on Smith's Point, near the head of Hither Creek, in a thick fog. She had on board a crew of thirty men, and the officers, crew and a number of soldiers, passengers, taken from the steam transport "Admiral Dupont," from New York to Fortress Monroe, which vessel the "Stadacona," had run down on the morning of the 8th inst. The soldiers were furloughed men from Sherman's army, and were on their way back to join their respective regiments. By the collision, one fireman, six soldiers and one colored woman, (passenger,) were lost. The fog being very thick at the time of her running aground, the first intimation the citizens had of their presence, was the soldiers marching into town. They marched directly on board the steamer which was then about ready to sail, where they were furnished with provisions by the citizens. A steam tug from New York was sent down to the assistance of the vessel, and she was eventually got off July 8th.

Sunday morning, June 11th, steamer "Saxon," Matthews, from Boston to Philadelphia, got aground on Great Rip, about twelve miles northeast of Sankaty. Steamer Island Home went to her assistance, and after parting three large hawsers and tearing out one of her bits, succeeded in getting her off. The "Saxon" afterwards ran on Three Fathom Bank, when the Island Home again hauled her off, and she proceeded to Philadelphia.

Monday, September 8th, schooner "Champion," Sleeper, of South Thomaston, Me., bound to Belfast, foundered in a gale while trying to get into Edgartown. The crew took to their boat and landed on Tuckernuck at about 1 o'clock next morning. The bottom plank of the vessel came off, her cargo washed out, and she drifted on to the shoals near Tuckernuck, where she was boarded and stripped of sails, rigging, &c.

Thursday, October 12th, schooner "Carroll," Parsons, of East Machias, Me., bound from Machias to New York, with a load of lumber, parted her chains and had her sails split in a gale and went ashore at Great Point. She was boarded by a boat from town and the crew taken off.

Same day, schooner "Champion," Sawyer, of Millbridge, from Elizabethport bound to Newburyport, with a load of coal, sunk off Great Point. The crew landed safely. About 35 tons of coal were saved and sold at auction at \$12 to \$13 per ton.

Saturday morning, October 21st, at 1 o'clock, schooner "Eveline Treat," Capt. Job Philbrook, bound from Philadelphia to Gloucester, with a cargo of coal, struck on Miacomet Rip. At daybreak she was discovered from the tower, some 300 feet off shore, with five men, two of whom were the captain's sons, lashed in the rigging, having been there many long weary hours, exposed to imminent danger. The sea carried away her house on deck soon after. The wind had blown fiercely through the night and the waves swept her decks continually. The mortar and apparatus of the Humane Society were conveyed to the beach, and a small line thrown over her, which was secured by one of the captain's sons, who, though cold and stiff from exposure, succeeded in hauling the hawser across and making it fast to the masthead. A sling was attached to the hawser. The captain's sons endeavored to prevail upon their father to get into the life-sling, and he made the attempt, but his courage failing him, he resumed his former place in the shrouds and refused to move. The wind and surf were roaring, and it was impossible to convey any intelligence by voice, either to or from the land. The shore, meanwhile, was lined and crowded by an anxious throng. The mate then fastened himself into the sling and was slowly drawn towards the shore. When half way over, and again when near the beach, a snarl in the rope rendered it impossible to pull him in. A line was thrown him, which he caught, fastened about his waist, and leaped into the sea. By the joint efforts of those on shore, he was rescued, and carried quickly to town, where he was kindly cared for. The second man, one of the captain's sons, was brought ashore in a similar manner. Three men yet remained in the rigging. While the two younger ones seemed active, it was the universal desire to save the life of the captain. A life-car was adjusted to the hawser and Mr. Daniel W. Folger volunteered to go off to the vessel, and if possible, persuade the captain to get in, and thus be drawn ashore; but this failed to work, and the sling was their only resort. Finally the young sailors on board succeeded in helping the old man into the sling, and when they had firmly bound him, he was slowly drawn landward. When mid-way between the vessel and the beach, the line dropped from the benumbed hands of the men in the rigging, becoming entangled, and for about an hour and a half the captain hung swinging over a yawning surge, wet and cold, in his stocking feet, with head uncovered, and his gray hair blowing in the wind, cramped from the nature of his position, with the drifting sea foam beating in his face, and drenching him to the skin, and occasionally partly submerged by the rising waves. The men in the shrouds still worked upon the snarl, but it would not give way. Night was coming on, and something must be done, or the man would soon be beyond assistance. A young man, Mr. Frederick W. Ramsdell, of this town, comprehending the emergency, fastened a light rope around his waist, sprang upon the hawser, and made his way out. With a knife which he had carried in his teeth, he detached the line fastened to either side of the seat, made fast the ends and flung it into the sea. He then took the rope from his waist, secured it to the sling and worked his way back to the shore. It was a daring feat, but well performed. Nothing then remained but to haul the old man in. Eager hands bore him to a carriage in waiting and he was soon under a friendly roof. The line reaching from the shore to the main rigging was then cut, again attached to the running block, and the sling was hauled off. It was not long before the last two men were landed, and the citizens with light hearts wended their devotional ways homeward. Darkness crept on apace, but the lights around every fireside burned brighter and eyes opened wider at the thrilling story of five men who were rescued from a watery grave. God was thanked and the brave man was remembered who risked his own life that three men might live. It will be a long time before that day's deed will be forgotten—the memorable 21st of October, 1865. [The above account is mainly condensed from the *Inquirer and Mirror* of October 28, 1865. The writer then, was an eye-witness to nearly the whole affair. Mr. Ramsdell was afterwards presented with the highest medal of the Massachusetts Humane Society. The vessel and cargo were a total loss.]

Friday night, October 27th, schooner "Amelia," Fitchet, of Halifax, N. S., loaded with free stone and butter, ran aground on Tuckernuck Shoals. She discharged her cargo into lighters sent out to her, and was got off the following Tuesday forenoon.

Friday night, December 22d, schooner "Haynes," of and for Boston, from the West Indies, loaded with logwood, ran ashore at the south side of the island, near the head of the Hummock Pond. Her crew abandoned her, and perished in their efforts to gain the shore. Had they remained on board, all would have been saved. On the following Sunday, a body identified as that of the steward, was found upon the beach. The cause of her getting ashore was unknown, but it was the generally accepted opinion that her captain mistook Sankaty Head light for that on Gay Head and ran accordingly. The position of the vessel warranted this conjecture, as she lay about as far west of Sankaty as she should be from Gay Head on entering the Vineyard Sound. Her cargo was discharged and carted to town, but the vessel eventually went to pieces.

Monday morning, December 25th, ship "Newton," Capt. F. G. Hertling, of and for Hamburg from New York, with a cargo of kerosene, staves, rosin, fustic, &c., went to pieces on the south side of the island to the eastward of Maddequecham Pond. One of the crew was found about half a mile inland, naked, with his face buried in the sand, and had probably reached the shore by swimming. It was supposed that he started for the nearest house, and perished on the way. He was a man of about twenty-five or thirty years of age, and on his right arm were the initials, "J. K.," marked with India ink, and on his left arm, "C. U." He was afterwards identified as the second mate of the "Newton." The beach for miles and miles to the eastward of the wreck was covered with fragments broken small, as though by the force of an explosion, which many thought must have occurred, and everything seemed to favor such an opinion. Large spars were broken off short, as was also an iron truss the size of a man's arm. A large iron tank lay high upon the beach, one or two hundred yards from the wreck. The breakers were filled with barrels of oil, fragments of broken barrels and other articles of which her cargo consisted, while her iron hull itself seemed to be crushed like an egg shell into a shapeless mass. Startling coincidence, that within forty-eight hours two vessels should thus land on our shores and not a soul survive to tell the mournful story. Many conjectures were rife as to the cause of both disasters, but as there was not a single survivor spared to tell the tale, the whole affair must always remain shrouded in mystery. Along the line of the beach, stretching as far as Quiddnet, dead bodies were to be seen floating in the surf and afterwards thrown upon the sands. Sixteen bodies in all were washed ashore, the most of which were identified as belonging to the "Newton," all of which were entombed in the Unitarian burying ground, and afterwards buried side by side, each grave being numbered according to the order in which the body came ashore. Very solemn and imposing funeral ceremonies were conducted in the Methodist Church on the following Sunday afternoon, after which, the citizens, with others who were inclined, formed in front of the church and walked to the cemetery, where hundreds, including many ladies, gathered round the tomb, to pay their last tributes of respect to the unknown dead. Upon evidence furnished by the ship's agent, it was ascertained that Capt. Hertling was a Free Mason, and his remains were taken in charge by "Union Lodge," and buried from their room the following afternoon with Masonic rites. The "Newton" was an iron ship of 699 tons burthen, and nearly new, having made but one voyage. About 2200 barrels of kerosene, together with a quantity of fustic, &c., were saved, and the wreck was subsequently sold at auction as she lay for \$510.

December 27th, bark "B. Colcord," bound from the West Indies to a port in Maine, in ballast, went ashore on Gravel Island Shoal. Steamer Island Home went out to her, but owing to the heavy sea running, which, together with the wind, had driven her far up on the shoal, she could not get near enough to render her any assistance. The vessel was finally abandoned, sold at auction, and purchased by a company in town, who gave her up to a wrecking party to get her off. After working on her all winter, they gave up to another party from abroad, who worked upon her, but with no better success. The company who purchased her, then made a contract with Capt. David G. Patterson to get her off, which he succeeded in doing after several weeks' labor, and she was towed to the wharf. She was subsequently fitted out from here as a whaler and sold round Cape Horn on the voyage.

1866.

Tuesday morning, April 24th, the three-masted schooner, "Samuel Colt," Hilliard, of Portland, Conn., from Jersey City to New Bedford, with a cargo of \$1000 worth of spars and 200 tons of coal, came ashore on the southwest side of the island near the head of Broad Creek, and bilged. The captain and mate were both washed overboard and lost. The remainder of the crew, three in number, were saved. Her spars, sails, &c., and deck load of spars were saved. The body of Capt. Hilliard was found three days later about four miles to the eastward

of the wreck.

Tuesday, May 1st, schooner "Eunice H. Adams," Coleman, which left here for a voyage in the North Atlantic Ocean, grounded on the flats on her passage out, and the tide falling, left her remaining aground. About midnight, steamer Island Home went out to endeavor to get her off, but did not succeed. The following day a severe storm of wind and rain set in. Before noon the wind had hauled to the northward, blowing in a heavy sea, which as the tide rose, caused the vessel to thump heavily. About 1 o'clock she floated, slipped her

cables, came back into the harbor, and was run aground on the flats south of the Commercial wharf. The next morning, the gale had abated, and she was hauled off without having sustained any injury.

Monday a. m. June 18th, bark "Winslow," Brooks, from Philadelphia to Portland, with a cargo of coal, struck on one of the ribs west of Muskeget, bilged and filled with water. She was subsequently stripped of sails and rigging.

Sunday night, September 9th, schooner "Leesburg," Capt. Charles Smith, from Portland to Elizabethport, N. J., with a load of lumber, struck on Great Point Rip. After heaving overboard her deck load next day, steamer Island Home made an attempt to haul her off, but did not succeed, as the vessel filled with water; but on the following Thursday she was got afloat and proceeded to Holmes Hole.

Thursday night, October 4th, brig "Star Castle," Thomas, from Brunswick, Me., to New Haven, with a load of lumber, ran on Great Point Rip. She was got off and towed into the harbor November 2d, having stove a hole in her bottom by running on to an anchor. Her hull and effects were sold at auction November 7th, for \$1916 81.

Monday morning, December 24th, brig "C. C. Van Horn," Thomas, from Cienfuegos to Boston, with a cargo of sugar and molasses, valued at \$25,000, struck on Great Point Rip in thick weather. The crew abandoned her in a sinking condition and landed on Great Point. Owing to the thickness of the weather, the vessel was not seen from town. Word was sent down from the point however, and the Island Home went to her immediately, but could render no assistance, as the vessel had sunk before she got there. On the following Wednesday, the steamer again went to the wreck, and found she had risen to the surface. She accordingly made fast and towed her in till she grounded on the Bar. During a severe gale the following afternoon, she was driven westward; in the night the wind changed to the westward, still blowing a gale, and she was driven back to the Bar near where she was left by the steamer. Her cargo was subsequently discharged and the vessel stripped of spars, sails, rigging, &c. Her hull was finally driven ashore high and dry at the foot of the Cliff, where a portion of it still remains bedded in the sand.

1867.

Wednesday night, May 22d, the schooner "Fanny Bagley," Small, from Eastport, Me., bound to Philadelphia, with a cargo of 350 tons of plaster, struck on Great Point Rip during a thick fog and sunk. The schooner was a new vessel of 250 tons burthen. Her spars, rigging, &c., were saved and the hull sold at auction for \$25; the cargo sold for \$1.

Wednesday afternoon, July 30th, sloop "Guilford," of New Bedford, which came here with diving apparatus on board to operate on the wreck of the ship "Newton," (lost December 25th, 1865,) was sunk by striking on the wreck. There was a heavy sea running at the time, and the crew were unable to save much of anything except what they stood in. Her sails and rigging were saved the same afternoon, but nothing could be seen of the vessel next morning.

Sunday night, December 22d, schooner "Nil Desperandum," Capt. Oliver, of Wellfleet, from Tantiens, Md., for Boston, with a load of oysters, struck on Great Point in a thick fog, but was got off the following Wednesday morning after throwing overboard part of her cargo.

1868.

Sunday, January 26th, British brig "J. E. Woodworth," Capt. Carde, of and from Windsor, N. S., bound to New York, with a cargo of plaster, having experienced several days of very heavy weather, mistook San-katy Head light for that on Montauk Point, and anchored off Low Beach. The wind increased to a gale and the vessel commenced to drag her anchors. Fearing she would drag on to Pochick Rip and go to pieces, her cables were slipped and she was run ashore on Low Beach. She was subsequently got off, but swung on to the beach again and bilged. Her hull and spars were sold at auction for \$920, and her cargo for \$2. After being stripped, she was again sold at auction for \$75. She was a new vessel and had just been launched.

Wednesday, May 20th, ship "Templar," Rogers, of and for Boston, from Calcutta, grounded on Bass Rip. The crew were taken off by a passing fishing schooner and carried into Holmes Hole. The ship floated off in the night and went ashore on Muskeget Shoals. Steamer Monohanset went to her assistance and towed her into Edgartown. She was considerably strained and leaking badly.

Friday afternoon, July 17th, brig "Eliza," Beckwith, of Sydney, Cape Breton, from Port au Prince to Boston, with a partial cargo of honey, coffee, bones and rags, came ashore at the south side of the island near the Miacomet Pond. Owing to a thick fog, they had got so near the land that she thumped heavily while lying at anchor, and the captain was compelled to slip her cables and run her ashore. The vessel was old and proved a total loss. Her sails, spars, rigging and all her effects were sold at auction for \$500. Her hull was also sold at auction for \$55. Her cargo was about all got out and forwarded to Boston.

1869.

Thursday afternoon, January 21st, British brigantine, "Glenlivet," of St. Johns, N. B., bound from Pernambuco to Boston, with a cargo of sugar, struck on South Shoal. The crew, eight in number, remained by her until 5 o'clock, when the vessel being in a very critical condition, they abandoned her and landed at Low Beach about midnight. The vessel was fallen in with on the 23d, by pilot boat Francis, Perkins, 250 miles east of Sandy Hook, and taken into New York, after throwing overboard 100 bags of sugar to lighten her.

Friday night, February 26th, ship "Harry Bluff," Capt. Oliver, of New York, from Cadiz to Boston with a cargo of salt, wine, and cork, struck on South Shoal and soon after filled with water. The vessel was abandoned at anchor in thirteen fathoms of water, with sixteen feet of water in the hold, and probably foundered soon after. In leaving the ship, two of the crew were drowned, and two others were afterwards frozen to death in the boat. The survivors were picked up by brig Clara Jennings, carried to Boston and most of them placed in the hospital. All were more or less frost-bitten.

Thursday night, March 18th, schooner "Z. L. Adams," Robbins, from Philadelphia to Boston, with a cargo of 350 tons of coal, mistook Great Point light for that of the Tuckernuck Shoal lightship, and ran on to Great Point Rip. She was got off the following Saturday, after throwing overboard part of her cargo.

Thursday morning, April 15th, schooner "Sidney Price," Townsend, of and for Philadelphia, with a cargo of ice, struck on Great Point Rip, but was got off with three feet of water in the hold and leaking badly. The captain was injured by the wheel when the vessel struck.

Tuesday, July 20th, a wrecked vessel was seen floating by the island. On her return from Hyannis the following day, steamer Island Home started in pursuit of the wreck, and came up with her between Gay Head and Noman's Land. She proved to be the bark "Harriet Livesley," of Pictou, was on her beam ends and full of water; she had apparently been run into by a steamer a short time previous, being so badly wrecked as to be of comparatively no value. Her deck was gone on the leeward side, and her cargo, if she had any, had washed out. The steamer towed the wreck into Tarpaulin Cove.

Wednesday evening, December 8th, schooner "Ringleader," Snare, from Bangor to Boston, with a load of hay, bricks and potatoes, went ashore in the Chord of the Bay and filled with water. Part of the cargo was thrown overboard and part of it landed on Coatue. The vessel was got off the following Monday morning and towed to Holmes Hole by steamer Island Home.

1870.

Tuesday morning, August 30th, brig "Poinsett," Anderson, from Havana to Boston, heavily laden with sugar, having on board 355 hogsheads and a few boxes, ran ashore on the south side of the island near Nobadeer. About 40 casks in all were saved, when the vessel broke up and became a total loss. Fragments of the ill-fated craft were strewn along the beach for miles.

Wednesday afternoon, September 28th, U. S. Steam Frigate "Guerriere," from Portsmouth, N. H., to New York, having on board the remains of the late Admiral Farragut, ran ashore on Great Point Rip. She was boarded by Capt. Alexander B. Dunham, and being in need of assistance a boat was sent ashore for steamer Island Home and lighters. The Island Home started immediately with an extra crew and the necessary equipments, taking the schooner Onward in tow. The frigate was lightened of her cargo by three schooners which lay alongside and took on board shot, shell, provisions, &c. An anchor was put out, by which, together with the assistance of the Island Home, the frigate was hauled off the next afternoon, after which she steamed around inside the Point, took in her cargo and left for New York the following Saturday afternoon. The remains of Admiral Farragut were transferred to the Island Home, carried to Hyannis, and sent on to New York, accompanied by a delegation

from the City Council of New York and a guard of marines.

Thursday, September 29th, parts of a wreck, apparently of a vessel of 100 tons or more, including a piece of the stern with the name "Edward King" upon it, were washed ashore at the east end of the island.

Friday, October 28th, steamer "Saxon," Sears from Philadelphia to Boston, went aground on Horse Shoe Shoal. The Island Home went to her assistance and hauled her off, making the second time the Island Home had rendered assistance to the same steamer. (See June 11th, 1865.)

Sunday morning, November 20th, fishing smack "Reindeer," Ivans, from Greenport to Nantucket, struck on the Bar and went to pieces.

1871.

Monday, January 9th, bark "Sarah M. Smith," Bishop, of St. Johns, N. B., from Liverpool to Boston, with an assorted cargo of railroad iron, salt, wool, &c., ran on Tuckernuck Shoal during a severe gale. The captain mistook Chatham light for Cape Ann, and struck on Pollock Rip, starting a bad leak. He then tried to make a harbor, but owing to thick snow squalls could not see the Cross Rip lightship, and got so far in that he brought up on Tuckernuck Shoals. The following morning steamer Island Home went out to her assistance, but finding it necessary to employ lighters, returned and towed out several vessels. Her cargo was discharged, and the vessel floated the following Sunday. She was taken in tow next morning by the Island Home and carried into Hyannis.

Saturday night, February 4th, schooner "Mary Anna," Capt. F. G. R. Lennan, of Hampden, Me., from South Amboy, bound to Portland, with a cargo of coal, having broken from her moorings near Chatham the previous day, and become so iced up as to be in danger of sinking, was stranded near the Inner Bar, where she was discovered next morning, firmly bedded in the ice, with a signal of distress flying. Steam was at once got up on the Island Home and she was started to the rescue. She succeeded in forcing her way round Brant Point, but a short distance beyond the Point she came to a stand, and it being found impossible to proceed further or even to return, she remained there until Tuesday afternoon, completely docked as it were. Various attempts were made to go to their assistance through the day, but it was found impossible, as the ice was in that treacherous condition which forbade the possibility of travelling upon it, while it was equally impossible to work a boat through it. About 10 o'clock that night a party of eight men provided with two dories and several long boards pushed out from the Cliff shore, feeling their way cautiously towards the distressed vessel. The night was clear, but the air was stinging cold, and the ice in some places unfit to bear the weight of the dories. At such places the boards came into play; and in two instances they were obliged to take to their dories and pull. Thus, altering the different means of locomotion to suit the circumstances, they toiled on some two hours and a half in passing a distance estimated by them at two miles. They reached the wreck all safe and found the captain and crew, five in number, nearly worn out with cold and exhaustion. The vessel lay well over on her beam ends, in ten feet of water, with her deck partly out, and every part of her cumbered with ice to such an extent that only the general form of the hull could be distinguished. But a short stay was made at the vessel and the return was effected in the same manner as the passage out, and the whole party landed about 9 o'clock Monday morning safe and sound, saving some frost-bites, but nearly worn out with cold and exhaustion. The men who succeeded in reaching the vessel and rescuing the crew were Isaac Hamblen, George A. Veeder, Alexander Fanning, James A. Holmes, Joseph P. Gardner, William E. Bates, Stephen Keyes and Henry C. Coffin. Had relief been delayed but a short time longer, two at least out of the five must surely have perished. The steward, who had both feet frozen, had given himself up to die, actually bidding good-bye to his shipmates, who covered him up the best they could and left him to his fate. A silver medal was awarded to each of the rescuing party by the Massachusetts Humane Society, and a sum of money amounting to about \$180 was raised by subscription and distributed among them.

Sunday night, August 20th, schooner "Matilda M.," of Parrisboro', N. S., with a cargo of plaster, struck on Great Point Rip. Steamer Island Home went to her assistance and succeeded in hauling her off Monday night, after some 50 tons of her cargo had been thrown overboard.

Sunday morning, October 29th, schooner "Mary H. Banks," Chase, from Georgetown, D. C., to Wareham, with a load of coal, ran ashore at the west end of the island near Further Creek. A crew of volunteers manned the life boat of the Massachusetts Humane Society, and after much difficulty, and at the risk of their own lives, rescued the crew and one lady, wife of the mate, from their perilous position, chilled through and exhausted. The vessel broke up and became a total loss. Her remains were subsequently sold at auction for \$30; and the coal in and about her for \$2.

Thursday, October 26th, bark "Conquest," ran to Round Shoal. She remained there until Saturday, when she got off and proceeded to Boston, leaking about 150 strokes per hour. Owing to foggy weather the vessel was not seen from town Thursday or Friday. On Saturday the Island Home went out to her, but was too late to be of any assistance.

Monday, October 30th, brig "C. C. Shaw," of Yarmouth, N. S., from Turk's Island to Boston, with a cargo of salt, ran on to Great Point Rip. She was got off with the assistance of six lobster men from the shore, and proceeded on her voyage.

1872.

Sunday morning, January 7th, schooner "Daniel Reed," from Boston to Amboy, in ballast, parted both chains in a northwest gale, and went ashore in the Chord of the Bay on the west side of Great Point. The crew landed in safety and the vessel got off the following Tuesday morning, and was taken in tow to Hyannis by steamer Island Home.

Thursday night, April 4th, German bark "Willy & Emmy," Andrews, from Wilmington, N. C. to Queenstown, Eng., struck on Great Point Rip. The mate, with a boat's crew, landed at Siasconset next morning, and came to town for assistance. The Island Home went out to her and made several ineffectual attempts to haul her off. She was finally lightened and stripped of sails,

rigging, &c., which were sold at auction. The vessel went to pieces, and very little was saved.

Saturday morning, August 24th, fishing schooner "Rebecca Bartlett," of and for Gloucester, from the Banks, was discovered aground on Bass Rip, with a signal of distress flying. A lifeboat was manned by eight men, who went to their assistance. Anchors were got out and the vessel kedged off at about 5 P. M., when the crew from shore left her off Sankaty Head, leaking about 700 strokes per hour.

1873.

Thursday evening, March 20th, bark "Celeste Clark," Foster, of and for Boston, from Liverpool, struck on Little Round Shoal in a snow storm. The crew took to their boat and succeeded in reaching the Shovel-ful lightship in safety, though much exhausted by exposure. The bark soon went to pieces.

Wednesday morning, July 30th, British bark "Minmanueth," Capt. Sherris, from Rio Janeiro to Boston, with a cargo of 4000 bags of coffee, came ashore on the south side of the island near the Miacomet Pond in a thick fog. The weather proved very fine and the vessel was got off after discharging about 1000 bags of coffee.

Tuesday afternoon, November 18th, bark "Flora M. Hurlburt," Dudley, bound from Boston to Galveston, Texas, with an assorted cargo, came ashore at the north side of the island near Whale Rock, inside the Bar in thick weather. During a violent gale the previous night the vessel had struck one of the shoals, but drove off. On Thursday she came off and anchored inside the Bar, with two lighters alongside. She remained at anchor until the following Tuesday forenoon, when the Island Home attempted to take her over the Bar, but she grounded and stuck fast. Her cargo was then discharged into lighters, and on the following Tuesday, December 12th, she was taken over the Bar by the Island Home and towed to Woods Hole.

Thursday morning, November 20th, the schooner "West Dennis," Crowell, of Dennis, from Boston to Philadelphia, with an assorted cargo, struck on Point Rip. Steamer Island Home went to her assistance, succeeded in hauling her off, and towed her into Vineyard Haven.

1874.

Saturday night, June 17th, schooner "Harriet Newell," from Machias, Me., to New York, with a load of lumber, struck on Great Point Rip, but got off the next morning after throwing overboard part of her deck load.

Monday morning, November 2d, schooner "George W. Andrews," from St. George, with a load of stone, went ashore on the west side of Tuckernuck Shoal, inner part. She was got off the following day with the assistance of two boats' crews from Tuckernuck.

Tuesday morning, December 15th, brig "Eudorus" broke from her anchorage near Tuckernuck Shoal and drove on to the Bar at about 6 o'clock. A crew of fourteen persons put off in the Underwriters' boat, though a heavy sea was running at the time, and rescued the crew. The weather was very cold, the thermometer standing at 10°, and several were more or less frostbitten. Part of the cargo was discharged into lighters, and the vessel was hauled off the following Saturday by steamer Island Home.

1875.

No wrecks recorded this year.

1876.

Monday afternoon, January 31st, four men landed in a yawl boat on the outside of Great Point. They proved to be the crew of schooner "Undine," Capt. J. R. Stokes, bound from Boston to New York with a load of Quincy granite. The vessel had been driven out from Nantasket Roads the previous Saturday afternoon. The weather continued rough throughout the night, overthrowing a six-ton block of granite on deck, and straining the vessel so badly as to cause her to leak. Being unable to keep her free by pumping, they abandoned her about 40 miles southeast of Sankaty Head, when she immediately sunk. When they landed they had been in their boat forty-eight hours, had their hands and feet frost-bitten, and were very much exhausted from exposure. The "Undine" was owned in Portland, and had made several trips here with coal for E. W. Perry & Co.

Sunday morning, October 1st, schooner "William Capes," Kelley, from New York to Boston with a load of coal, struck on Tuckernuck Shoal and sunk shortly afterwards. The crew, after being in the rigging about four hours, were taken off by a boat's crew from Tuckernuck, and landed on Eel Point. The vessel was owned by the captain and his two sons, and uninsured. She was stripped of her sails and running rigging, and proved a total loss.

Thursday afternoon, October 19th, bark "R. H. Purinton," Crossley, of Providence, from Boston to Liverpool, having sprung a leak in consequence of severe gales, and her pumps having become choked was abandoned some ten or fifteen miles from the South Shoal Lightship, which the crew reached late in the afternoon. The next morning, after receiving valuable instructions from Capt. James, they set out, hoping to reach Hyannis in order to telegraph, but the wind dying out, they were compelled to row all day, and finally landed at Sankaty. The vessel was owned by the captain and a party in Providence. She was valued at \$20,000, and had on board a cargo of corn and flour valued at some \$25,000, making a total loss of about \$45,000.

Thursday evening, November 30th, the schooner "Mary Louise," Capt. Edward Lovell, from a port near New York, bound to Boston, with a load of coal, struck on Tuckernuck Shoal. The crew, five in number, took to their boat, and after three hours' hard pulling, were picked up by a passing schooner. The vessel went to pieces, only her spars and rigging being saved.

1877.
Tuesday morning, January 9th, at 2 o'clock, schooner "Caroline C.," Capt. Dow, of Tremont, Me., with a cargo of coal, anchored off Siasconset in distress, having had all her sails blown away but the jib, her main boom broken, and lost her boat. A part of the cargo had been thrown overboard. The Island Home went to her assistance next day and towed her into Woods Holl.

Friday morning, March 9th, bark "W. F. Marshall," Capt. James H. Wright, of and for St. Johns, N. B., from Hampton Roads, in ballast, came ashore at the south side of the island near the head of the Mioxes Pond in a thick fog, driving well up on the beach. The first intimation they had of being in shoal water was on entering the breakers,

when they immediately struck. They could make no land, and until hailed by the patrol on the beach, considered themselves upon some shoal just inside the South Shoal lightship. The vessel which has been purchased by parties from abroad, still lies on the beach, although active preparations are in progress for getting her off with a fair prospect of success. She is a new vessel of 945 tons burthen.

Wednesday evening, March 21st, Italian bark "Papa Luigi C.," Capt. G. Romano, from Girgenti, Sicily, to Boston, with a cargo of 720 tons of brimstone and 100 barrels of wine, came ashore at the south side of the island about half a mile east of the "W. F. Marshall," above mentioned. The crew landed in their own boat, with the assistance of one of the surf-men on the beach who had signalled them with his light. The sea was running pretty high at the time, and the boat was brought broadside on by the waves, and one or two of the men fell over into the water, but were rescued by ready hands, and the whole party of shipwrecked mariners were taken to Life Saving Station, No. 14, where they received every attention. A few of the crew, including the captain and mate, could speak some English, and from them it was learned that at 4 P. M. that day they made the South Shoal lightship, bearing E. S. E. from them. The weather was thick, but had lighted up at the time of seeing the lightboat. They also report seeing a bark near them. The weather again shut down thick, and soon the vessel thumped heavily. A boat was lowered, and five of the men got into her, when she capsized. Three of them were hauled up alongside the ship. The other two were swept astern by the strong current, but were saved by throwing over life-preservers attached to long lines, which drifted down to them. The boat was lost during the excitement. The bark soon got clear, but was found to be leaking, having about three feet of water in her hold, and struck on our shores at 9 P. M. The bark is not yet two years old, is 456 tons new measurement, and was owned in Palermo, Italy, but has since been purchased by the same parties who have bought the "W. F. Marshall," and strong hopes are entertained of getting her off, operations having been already commenced. On Friday afternoon, March 30th, Mr. Henry H. Nickerson of this town, a member of the Life Saving Station, while at work on the vessel, fell from the maintopsail yard to the deck, killing himself almost instantly.

Wednesday night, May 16th, schooner "Marietta Tilton," with a load of coal, was run into and sunk in the vicinity of the Cross Rip Lightship, by steamer Harrisburg. The captain and wife, mate and wife, steward, and one hand were drowned. Two men succeeded in getting aboard the Harrisburg and were carried into Vineyard Haven. One of the men saved was picked up by a boat from the Cross Rip Lightship.

END OF THE LIST.

The following corrections and additions to the list have been handed in:

1669.

June 6th, John Barnard and his wife Bethia, Eleazer Folger, Isaac Coleman and an Indian were crossing from the Vineyard to Nantucket in a canoe. The canoe was upset and all were lost except Eleazer Folger, who clung to the canoe and was drifted by the tide on to a shoal where he could reach the bottom. He succeeded in turning the canoe over, and with a ploughshare which was tied to it, bailed the water out. He then got into the canoe, and being very much exhausted, went to sleep. When he awoke, the canoe was ashore near Morriss island, Cape Cod. [The wife of John Barnard was Bethia Folger, daughter of Peter and Mary, and an aunt of Dr. Benjamin Franklin.]

1678.

At the time of the wreck of the French ship with a cargo of hides, Tristram Coffin, the first, was Military Governor of the island, then under the rule of New York. By his order the ship was wrecked, so far as it would pay, after which, he abandoned her to others, with the very best intentions, but she was soon taken possession of by the people and divested of the balance of her cargo, &c. Mr. Coffin was reported to Governor Lovelace, of New York, who at once put him under court martial and trial. John Gardner, who lies buried in Maxcy's pond cemetery, was then magistrate upon the island, and he and his coadjutors found Mr. Coffin guilty, only in not advertising and selling the wreck, and Mr. Gardner's letter to Governor Lovelace, portraying the excellent character of Mr. Coffin, is full of charity, good feeling and neighborly disposition. The governor fined him £348 10s, but considerably compromised the matter on payment of £150, his sons Peter and James paying the fine for him.

1800.

The ship from Bombay to Boston, Capt. Hall, with a cargo of spice, cotton, &c., reported ashore on Smith's Point, and ship "Charles," lost on Muskeget in November, were one and the same vessel. The "Charles" was got off or drifted off the Point and afterwards went ashore on Muskeget as reported.

1803.

Schooner "Republican," Solomon, loaded with staves, was wrecked on Great Point during the year. The captain's wife was on board at the time. The wreck was purchased by George Swain of this town.

One month later a schooner loaded with lumber, Capt. Runnells, was wrecked on Great Point.

1808.

Sloop "Leander," Capt. Jonathan Padack, from this port, bound on a whaling cruise, was upset off Sconset and all of the crew, with the exception of a Kanaka and one man named Beard, were lost.

1819.

December —, a vessel from Connecticut, with a cargo of live sheep, cheese, butter, onions, &c., while lying at anchor near the Straight wharf, was run into by ship Industry of this port, which cut her in two at midnight, the weather being cold and icy. The men had barely time to reach the wharf in their night clothes, when their vessel sunk. The Industry, Capt. Amaziah Gardner, sailed from this port for Edgartown that morning, with a light breeze from the S. E., which soon worked up to a storm. When near Cape Poge, the wind shifted to N. W., and blew a gale. The ship was compelled to anchor under Round shoal. The gale increasing with great violence they cut both cables and sailed for Nantucket harbor, came in round Brant and headed up for the Straight wharf. Capt. David Worth, who was pilot, intended to let her deaden

her speed by running her way up the dock, but finding the passage blocked by both New Bedford packets, he run her into this vessel, which lay north and south at the same slip. Had the ship sunk in consequence of these two vessels blocking the way, their owners would have had to pay damage to the ship, but as it turned out, the owners of the ship had to pay for the Connecticut schooner and her cargo.

1820.

July —, ship "Atlas," Capt. Robert B. Joy, when rounding Brant Point, upset, leaving her keel out of water. She was towed into the wharf, righted, and sailed again to fit at the Bar for the Pacific ocean. Her try pots, bricks, &c., are now at the bottom, never having been recovered.

1823.

March 31, Schooner "Cashier" was got off and changed into a brig.

1825.

January 4th. The cargo of brig "Pearl," of Duxbury, which came ashore about a mile to the west of Tom Never's Head, was all saved in good order. The brig lay upright all winter, and in the spring was screwed up and launched. She was uninjured and was carried to Boston.

1827.

November 9th. The cargo of live stock on board brig "Francis Miller," ashore at Squam, consisted of mules. They swam ashore and the first intimation the people living in that vicinity had of the wreck was seeing them grazing in the pastures near by. One of the lighters bound to the West Indies with a portion of the stock on board was lost on the passage.

1829.
February 26th, schooner "Ann Eliza," should read brig "Ann Eliza."

1830.
November 17th, brig "Georgiana" did not go to pieces as reported, but was got off and brought round into the harbor.

1831.
February —, schooner "Experiment," Capt. Charles Hayden, left here for Boston and was never heard from. Supposed to have gone to pieces on some of the shoals to the north of the island. A cask of oil known to have been on board was afterwards picked up.

1836.
October 20th. The schooner "Flor del Mar," was afterwards screwed up and launched on the north side of Smith's Point and towed down by the steamer.

1838.
July 8th, the "Nathaniel Cooper," should be "Nathaniel Hooper." Her cargo between decks consisting of boxes of sugar was thrown overboard. The crew abandoned her at midnight with sails all up. At 1 o'clock a heavy squall came up from the northwest and she drifted off. Her helm being just right, she went off towards Boston. She was fallen in with by a smack which put two men aboard, and soon after spoken by another, which put three more men aboard, and they took her in to Boston. Steamer Massachusetts and sloop Copy went out next morning but could find nothing of her. Empty boxes were seen floating on the water, the sugar having dissolved and the boxes come up to the surface. The captain proceeded to Boston to report the loss of the vessel, but was astonished to find her tied up alongside of the wharf all right.

1839.
April 18th. Schooner "Palestine" did not go to pieces, but was got off and towed into the harbor. She went ashore on Swile Island Shoal in a tempest of very short duration, during which there were but two flashes of lightning, both of which struck—one the "Palestine," and the other, schooner "Mary Pendleton" loaded with lime, which went ashore on Muskeget and burnt up.

1840.
August —, ship "Lexington," in tow of steamer Telegraph, for Edgartown, to fit for the Pacific ocean, upset when rounding Brant Point. She was towed in here and righted that night, and left for Edgartown again all complete with topmasts housed. She sailed from here August 29, 1840.

1841.
May 1st, smack "Wave," from New London, came ashore near the head of Miacomet Pond. All hands, five in number, were lost. When discovered, the vessel was turned bottom upwards. It was supposed that she struck first on the "Old Man."

October 4th. All but two of the vessels reported ashore westward were got off. A small sloop named the "Platonic," with a cargo of fish, went to pieces on Half Moon Shoal and also one of those on Muskeget.

The schooner with stern torn off and name gone, had dragged her anchor from the other side and drove into Maddaket harbor, where it held and prevented her going ashore. One other vessel also drove into Maddaket harbor and held by her anchor.

The schooner on Brant Point was named the "Minnie." The tides were very high and she drove so far up that when she was got off she was launched inside the Point. She is often spoken of as the first and only vessel which ever entered the harbor without coming round Brant Point. They had broken away from Georges Banks and driven before the gale under bare poles, being ignorant of their whereabouts until they brought up on the Point.

1844.
November 25th, schooner "Fairplay," Nixon, from Waquoit with a load of wood, having sprung a leak, was run ashore on the outside of Coataue and went to pieces. Capt. Samuel Winslow purchased the hull, sails and rigging for \$7.

1845.
June 29th, schooner "Christopher Mitchell," should read ship.

1846.
July 1st, schooner "Robert G. Shaw," should be ship.

September 15th, brig "William" struck on Tuckernuck Shoal instead of Great Point Rip.

1847.
—, brig "General Taylor," from Pictou to Boston, with a cargo of coal, went ashore on Swile Island Shoal. The crew landed on Muskeget, left there in their boat, and two days later landed on Noman's Land. The vessel was got off after discharging part of her cargo and taken to Oldtown.

1852.
April 22d. Schooner "Sterling," Persons, did not take Sankaty light for Gay Head, but a light in a house on Chappequidick, for the light on Block Island. The crew landed on the Cross Rip lightship and were taken off by the steamer next day.

